

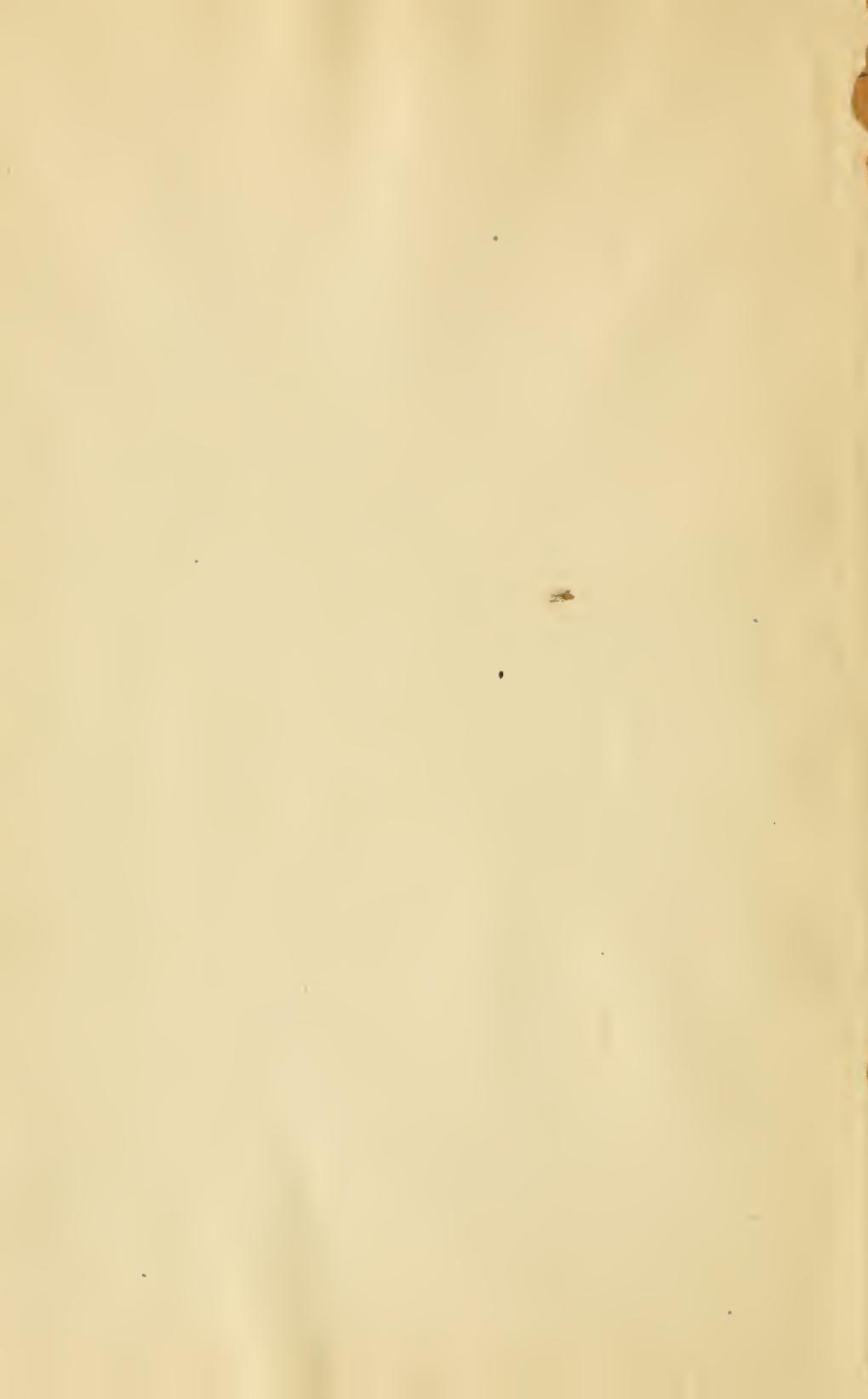
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SEE PAGE

U.S. 11

HISTORICAL
MARINE HISTORY.
DRAWN

THE LAKE PORTS.



Photo Engr. in Chicago

WINDSOR.

DESCRIPTIVE AND HISTORICAL REVIEW,

EMBRACING A VAST AMOUNT OF USEFUL, HISTORICAL AND COMMERCIAL INFORMATION, SHOWING THE GROWTH AND PROGRESS OF THE CITY IN POPULATION, WEALTH AND BUSINESS, &c., &c.

BUSINESS AND BUSINESS MEN.

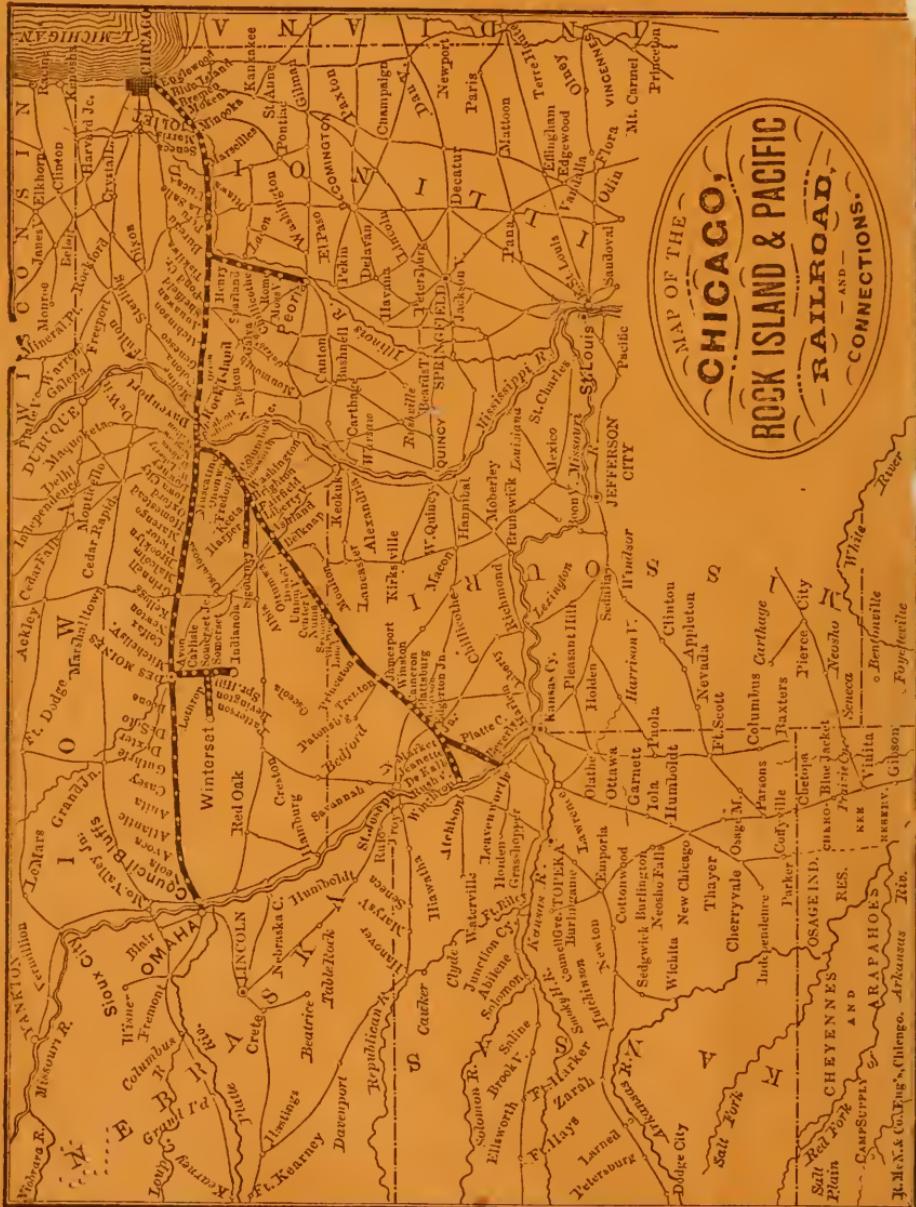
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HISTORICAL PUBLISHING COMPANY.
1877.

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THE MOST DIRECT ROUTE FROM CHICAGO

To All Points in the West, San Francisco and the Pacific Coast.



Tickets for Sale at all the Principal Ticket Offices.

BE SURE AND ASK FOR TICKETS VIA C. R. I. & P. R.Y.

A. M. SMITH, Gen. Pass. Agent.

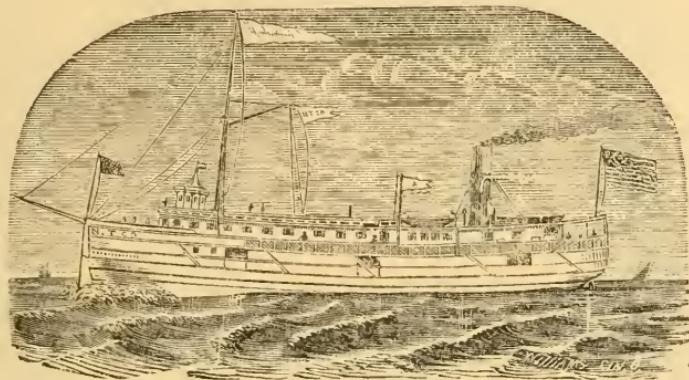
A. KIMBALL, Gen. Supt.

HUGH RIDDLE, President.

MARINE HISTORY.

THE LAKE PORTS.

16
1879



HISTORICAL AND DESCRIPTIVE REVIEW

OF THE

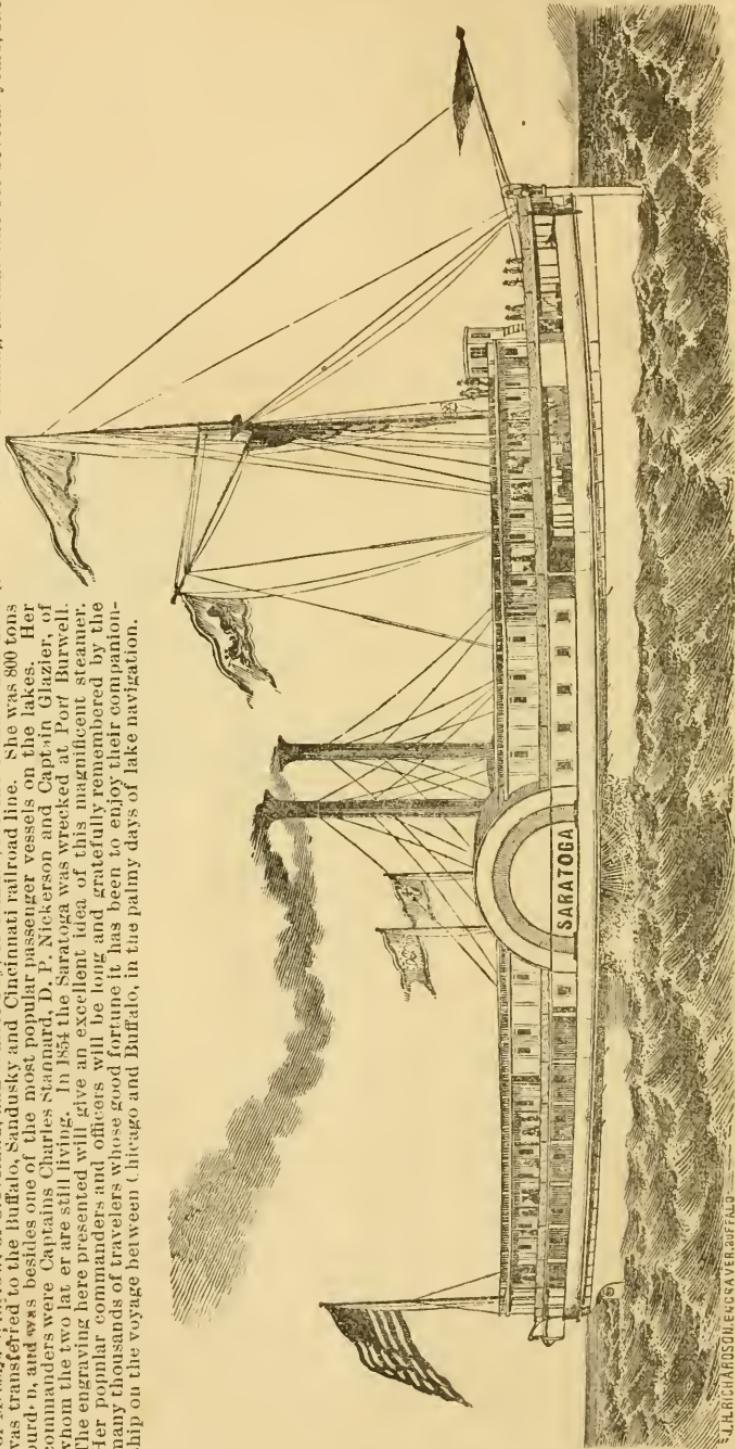
LAKES, RIVERS, ISLANDS, CITIES, TOWNS, WATERING PLACES,
FISHERIES, VESSELS, STEAMERS, CAPTAINS, DISASTERS,
EARLY NAVIGATORS, MINERAL WEALTH, TRADE,
COMMERCE, TRANSPORTATION, ETC., ETC.

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PRICE 25 CENTS.

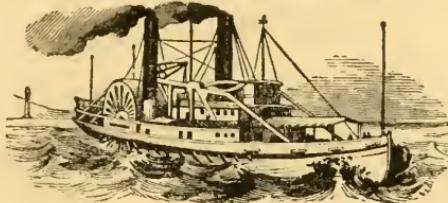
THE SARATOGA.

The steamer Saratoga, in her day one of the most elegant and popular craft on the great lakes, was built in 1846 by Moses & Sandford, at Cleveland, for Messrs. Winslow, of Cleveland, and Walter Joy, of Buffalo, for the Buffalo and Chicago trade. After running in that line for several years, she was transferred to the Buffalo, Sandusky and Cincinnati railroad line. She was 800 tons burd., and was besides one of the most popular passenger vessels on the lakes. Her commanders were Captains Charles Stannard, D. P. Nickerson and Captain Glazier, of whom the two latter are still living. In 1854 the Saratoga was wrecked at Port Burwell. The engraving here presented will give an excellent idea of this magnificent steamer. Her popular commanders and officers will be long and gratefully remembered by the many thousands of travellers whose good fortune it has been to enjoy their companionship on the voyage between Chicago and Buffalo, in the palmy days of lake navigation.



J. H. RICHARDSON & SONS, BUFFALO.

THE PORT OF WINDSOR, ONT.



HISTORICAL REVIEW.

Trade and Commerce—Business and Business Men—Advantage of Location—Progress it has Made—Great Results from Small Beginnings.

RETWEEN seventy and eighty years ago the site of the present town of Windsor was little better than a wilderness; a few log cabins and three or four more pretentious log houses were the only indications of civilization. 'Tis true the farms, if such they might be called, were owned by those who cultivated them, but their crops served only to supply their daily wants, save a periodical exchange of commodities with the Northwest Trading Company, who had a station in the neighborhood of Sandwich, and another at Troy, one mile above Windsor.

Among the most prominent of the early settlers of this neighborhood was Francis Baby, P. Oullette, the Rowe and the Soyeau families, many of whose descendants are at the present time among the most wealthy and prominent residents of Essex County. Some idea of the value of real estate a few years previous to this may be gathered from the following: During the occupancy of Detroit by the French the property which now forms part of the corporation of Windsor, known as the Jennett farm, was sold by the commandant of the fort at Detroit for a yearly rent charge of six bushels of wheat and two capons. But about this time the emigration fever, kept alive by the reports of the fabulous resources of the Far West, combined with the superior local advantages offered by its location on one of the most beautiful rivers of the continent, induced very many during the succeeding fifteen or twenty years to locate in the neighborhood; indeed, so rapidly did the population increase that in 1828 there were upward of five hundred residents in the neighborhood, between Sandwich and Walkerville. About 1796 Angus

Latin and Greek and a more complete course of mathematics, natural sciences, belles lettres and history—ancient and modern. The college is a thoroughly first-class one in every respect, and under the judicious management of its president, Rev. Denis O'Connor, it has become by far the finest college in the county, and has few, if any, superior in the province.

ASSUMPTION COLLEGE!

SANDWICH, ONTARIO,

(OPPOSITE DETROIT, MICHIGAN, UNITED STATES.)

Under the special patronage of Right Rev. John Walsh, D. D., Bishop of London, Ontario, and the direction of the Basilian Fathers.

THE STUDIES EMBRACE THE CLASSICAL AND COMMERCIAL.

Terms, including all ordinary expenses, Canada money, \$150.00 per annum. For particulars apply to REV. DENIS O'CONNOR, President.

N. B.—All fees to be paid strictly in advance, in three terms, at the beginning of September, 10th of December, and 20th of March. Defaulters after one week from the dates above mentioned will not be allowed to attend the College. No deduction shall be made for any term commenced, unless in cases of prolonged illness or expulsion. Address,

REV. DENIS O'CONNOR,

President of the College.

W. H. E. WHITING,

Among the successful business men of Windsor, may be mentioned W. H. E. WHITING, who occupies a fine three-story building on the east side of Sandwich street, twenty-two feet wide by seventy feet deep, as a clothing store. The business was established by Mr. Cameron about five years ago, the present proprietor having been in possession since the spring of 1873. This is the only exclusive ready-made clothing establishment in the city. The stock is a very fine one and embraces everything appertaining to the clothing and gents' furnishing goods trade. On account of the superiority of his goods he enjoys an extensive local and country patronage. Parties visiting Windsor cannot do better than trade at this reliable institution. From a moderate commencement, by paying strict attention to the wants of his customers, Mr. Whiting has succeeded in establishing a business the returns from which aggregate about \$30,000 annually.

W. H. E. WHITING

Keeps constantly on hand a large and well selected stock of

Men's Youths' and Boys' Ready-Made Clothing, in all the Latest Styles,

Also all the latest novelties in Hats, Caps and Gents' Furnishings.

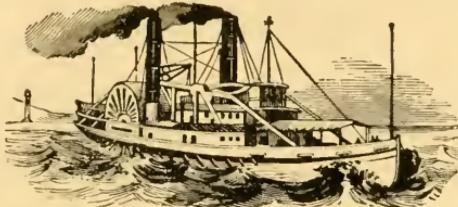
SILK HANDKERCHIEFS and FINE NECKWEAR A SPECIALTY.

Don't fail to call.

WINDSOR CLOTHING STORE,

33 Opera House Block, WINDSOR, ONT.

THE PORT OF WINDSOR, ONT.



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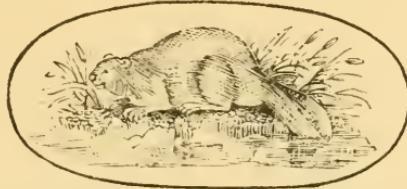
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BLACK & CHEYNE,

TRADE



MARK.

BEAVER HOUSE,

No. 17 SANDWICH STREET, WINDSOR,

IMPORTERS OF

DRY GOODS AND MILLINERY,

GENTS' FURNISHINGS,

HATS, CAPS AND FURS.

THE SANDWICH MINERAL SPRINGS.

One of the most important institutions of the ancient and picturesque little town of Sandwich, are the Mineral Springs, known as the "Pool of Siloam." The efficacy of medicated waters and springs has been recognized from time immemorial as instrumental in curing many diseases which flesh is heir to. The famous Saratoga Springs, and others may of course claim precedence as fashionable resorts, but it is doubtful whether as much can be said respecting the healing properties of their waters, many smaller and less noted springs according to medical authority, affording far greater advantages to invalids. The Springs forming the subject of this article, are destined ere long to become a popular place of resort and a rendezvous for invalids. The analysis of the water shows that although sulphur is the predominating feature, a considerable quantity of iron, magnesia, &c., enter into its composition; rendering it a most

that is perfectly irresistible. The sitting rooms are also deserving of special notice for the extremely lavish manner in which they are appointed. Each contains a handsome piano, so that guests returning to the hotel after a day's wearisome business, or not less wearisome pleasure, can be solaced by listening to the sweet music evoked by the white fingers of some fair guest. There is also a veranda on the second floor, overlooking the Detroit river. This is a beautiful place for guests to sit in the evening. The cool breezes from off the river being particularly refreshing in summer, and affording the visitor, besides one of the best opportunities that could possibly be given of witnessing the various aquatic contests that are frequently taking place during the season. This year, as is well known, the International Rowing Association's annual boating regatta will take place at Detroit. This magnificent sight, in which all the best muscle and sinew of American boating associations will participate, and which many will travel hundreds of miles to see, can be witnessed from no better point or elevation than the veranda of the Crawford House. On the top of the building is a handsome cupola, accessible by a staircase and containing glass windows at all points of the compass, having a fine view of the river and surrounding country for a radius of twenty miles. From this elevation the roof can be gained, and here a fine bird's eye view of Detroit is obtainable, and Perch Island and Grosse Point, a distance of about fifteen miles, is plainly visible without the aid of either telescope or prospect glass. A splendid table is kept, under experienced management, and every care taken to please the taste of the most fastidious. The house has ample accommodations for two hundred guests. The staff of employés is large and efficient, and guests may rely on being treated with politeness and consideration by all. The hotel is under the experienced management of Mr. Frank Washburn, for some time clerk during the proprietorship of Mr. Herons, and under his skillful rule the house is in a flourishing and prosperous condition. Bath rooms and appurtenances are provided for guests free of charge. These rooms are handsomely fitted and complete in every particular. One fact must not be forgotten, viz: that the gas with which the hotel is lighted is made on the premises, it being the only place in Windsor where that combustible is used. Mr. Crawford is a gentleman well and favorably known among business circles. He is a well known capitalist, possessing a large quantity of property in Montreal, Windsor and other places, and too much praise cannot be given him for the good he has done the town of Windsor in establishing within her precincts so fine an institution as the Crawford House.

ASKIN & BABY'S VINEGAR WORKS.

This extensive business was first established by Mr. Hiram Walker, of Detroit, in 1856. The premises, which consist of a fine three-story building, forty-eight feet square, occupy lot sixty-six of the first concession at Sandwich. Subsequently the business passed into the hands of Mr. John Thorpe, who sold out to its present proprietors, Messrs. ASKIN & BABY, about two years ago. These works possess all the requirements for carrying on a large business. Their specialty consists in making a superior vinegar from highwines, for which they have an immense demand, their trade extending over the whole county and province, and in the manufacture of which several hands are employed. This is the largest vinegar works west of Hamilton, Ontario. Mr. Askin, the senior partner of this firm, is one of the oldest residents of Sandwich, and was the late County Register, which office his father held for many years previously.

ESTABLISHED 1856.

P. O. DRAWER 835.

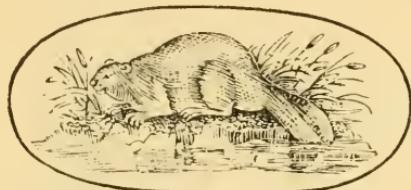
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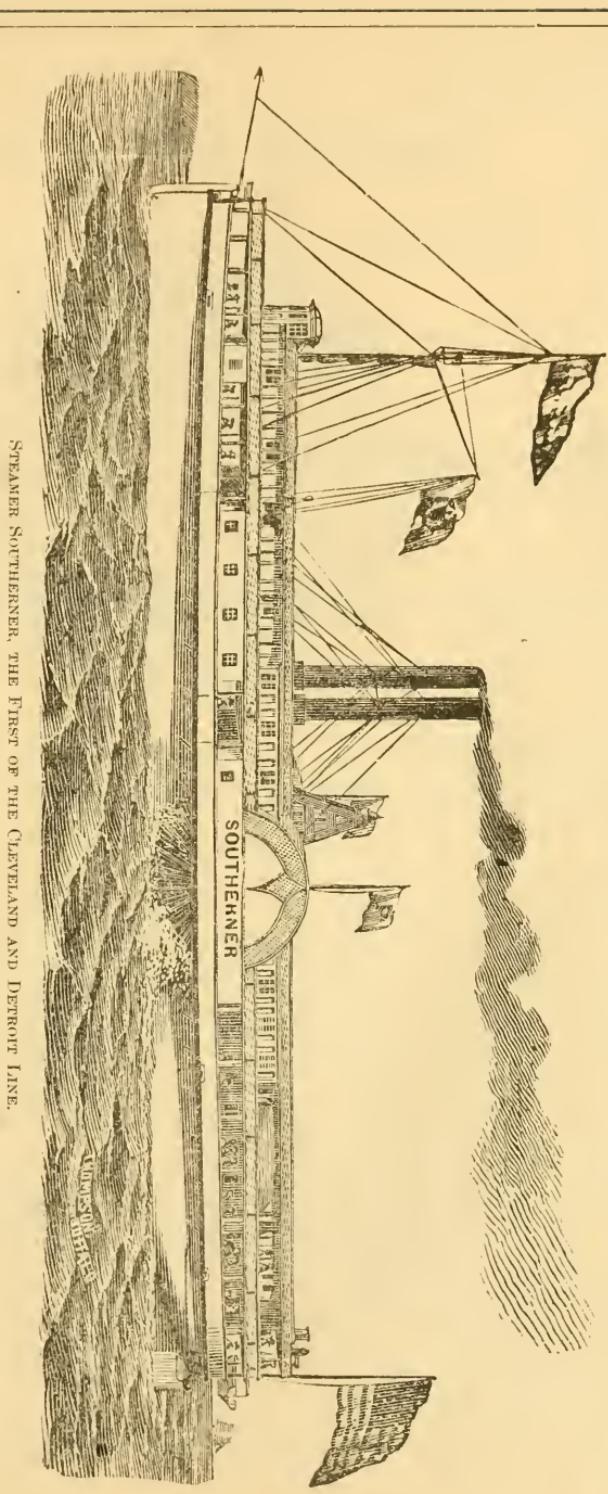
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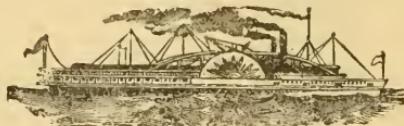
STEAMER SOUTHERNER, THE FIRST OF THE CLEVELAND AND DETROIT LINE.

The once famous steamer Southerner was built at Trenton, Mich., in 1847, for the Monroe and Buffalo line. She had a carrying capacity of over five hundred tons, and was considered in those days one of the finest vessels afloat. After running several years, she was transferred to the Cleveland and Detroit line, being with the Baltimore the pioneers of that line. She was commanded by Capt. L. A. Pierce, who has ever since been connected with this popular line, and is now general manager. Col. L. D. Rucker, now a well known railroad manager, was for a time clerk on the Southerner. In 1863 she was wrecked in Lake Erie. The accompanying cut gives a very good representation of this once popular steamer.

GOODRICH TRANSPORTATION CO.

Side-Wheel Steamboat Lines.

PASSENGER STEAMERS leave CHICAGO alternately for



Racine, Milwaukee, Sheboygan and Manitowoc.

THE ELEGANT SIDE-WHEEL STEAMBOATS

CHICAGO @ SHEBOYGAN

Every Morning, Sundays excepted, at 9 o'clock.

Saturday's Boat don't leave until 8 o'clock, P. M.

Friday Morning's Boat goes Through to Keweenaw and Ahnapee.

Connects at RACINE with W. U. R. R., and at MILWAUKEE with all Railroads for the West and North.

Also connects at Milwaukee with Steamer DE PERE, Tuesday and Thursday Evenings, for

LUDINGTON and MANISTEE.

The DE PERE also leaves Milwaukee every Saturday evening for LUDINGTON, MANISTEE and FRANKFORT.

The Green and Escanaba Bay Line of Boats leave Tuesday and Friday Evenings at 7 o'clock, touching at Intermediate Ports.

Traveling by the Boats, Board included, cheaper than Staying at Home! Fare to Milwaukee. Meals included, only **\$2.00**, being \$1.00 less than by Rail. R. R. Tickets good on the Boats.

For Grand Haven, Muskegon, Pentwater, Big Rapids, Traverse City, Holland, Allegan, Grand Rapids, Fruitport, Spring Lake, Saginaw, Detroit, etc., every evening, Sundays excepted, at 7 o'clock. Excursionists from Chicago on Saturday Evening's Boat, can arrive back in Chicago early Monday Morning. Fare to Grand Haven only **\$2.20**; Muskegon, **\$3.00**; Grand Rapids, **\$3.50**; Berth included.

For St. Joseph, the new and elegant Side-Wheel Steamer "CORONA," every morning, Sundays excepted, at 10 o'clock Saturday's Boat will not leave until 11 P. M.

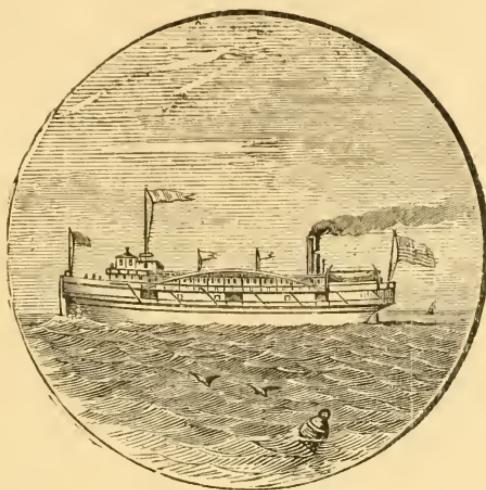
For Green Bay, Menominee, and Intermediate Ports, every Tuesday and Friday evening, at 7 o'clock.

All Steamers leave from Goodrich's Steamboat Dock, foot of Michigan Avenue.

A. E. GOODRICH, Pres't.

T. G. BUTLIN, Sup't.

PORT HURON.



Its Early History—Trade and Commerce—Business and Business Men—Advantage of Location—Progress it has Made—Great Results from Small Beginnings.

THE first authentic accounts of the settlement of the country along the St. Clair River have of necessity been obtained by tradition. Until 1686 there were no settlers in the neighborhood, but during this year a military station was established at the point where Fort Gratiot is now located. This post was called St. Joseph, and was occupied until the fall of 1678, when it was abandoned. From this time no further settlement was attempted until one hundred and four years later. During this time the whole of this country was occupied by roving bands of Chippewa Indians and a few French half-breeds. It was their favorite camping ground, frequently as many as two thousand being assembled at one time.

The earliest account of white settlers in this neighborhood dates back to 1790, when Anselem Petet and six other Frenchmen with their families settled here. One Jarvais built a saw-mill on what is now known as Indian Creek, but was then named La Riviere Jarvais, and Black River was called La River Delude. During the war of 1812, in which many tribes of the neighboring Indians took a prominent part, these early settlers were obliged to leave their homes, but early in 1815 they returned reinforced and re-took them.

The late Edward Petet was the first white child born in the settlement. This important event took place in a log house at the foot of what is now Court street, on the 7th of February, 1813. Mr. Petet was a large property owner in Port Huron and vicinity. He died a short time since, beloved for his many social qualities, and respected by all classes as an upright business man and gentleman. His father, the Anslem Petet before mentioned, built the first frame house ever seen in these forest wilds, about nine years after the birth of young Edward, who could in after years accurately describe the way in which it was built and many of the minor details connected with it.

In 1819 the Hon. Daniel B. Harrington located here, and at once became a leading spirit in the little community. Mr. Harrington, in conjunction with Judge White, purchased a considerable tract of land and laid out the first village lots.

The township of Desmond was organized in 1826, and the first election of officers was held at Fort Gratoit on May 6th, of the same year. A part of the present city south of Black River, was platted and offered for sale in 1835 by D. B. Harrington, Ed. Petit and Mr. White. This village was called Peru. Two years later, Major John Thorn platted a piece on the north side and called it Paris. But the name of Port Huron was first given the village by Mr. Harrington ; it was at first strongly opposed, but eventually became the recognized name of the village.

Port Huron remained a village for over twenty years, but in 1857 a city charter was granted, and William L. Bancroft was elected the first mayor. The records of the village government are very incomplete, and the information obtainable respecting changes and improvements during the time is for the most part unreliable. As near as can be ascertained the villages became a corporation in 1842 or '43. In 1833 a military road was cut through from the Fort to Detroit, which considerably assisted the town of Desmond, and was a main feature in assisting Port Huron to become an incorporated village.

The first hotel of which the village could boast was built by Louis Facer in 1827 ; it was a log cabin of rude construction, and occupied a site on Quay street, near the Black River. Soon after this a bridge was built connecting the northern and southern sections of the village.

Many important branches of business have for many years been carried on in Port Huron. Those perhaps which in past years more materially aided in building it up were ship building and the cutting of lumber ; but of late years, owing to the latter industry being removed nearer the lumber supply, and the general stagnation in marine matters combined, have led to a more careful and general prosecution of agriculture, and at the present time but few portions of Michigan can boast such a number of valuable, well-cultivated farms, or a more prosperous and contented agricultural community.

The Port Huron & Lake Michigan Railroad, completed to Flint in December, 1871, and since carried through to Lansing, and the Grand Trunk Railroad of Canada, give employment to several hundred men the year round. Several other industries are also in active operation and employ a large percentage of the population. The marine interests of the city are very large, most of the principal vessels and tugs navigating the upper lakes being owned here, and many captains and sailors reside here. The city is divided into four wards, the first and third lying north of Black River, and the second and fourth embracing the territory along the southern bank of the stream.

Under the city charter the government consists of a mayor, clerk, treasurer and street commissioner, elected annually on the first Monday in April, on a general ticket; a recorder, elected once in three years; four justices of the peace, holding office for four years and elected one each year; and eight aldermen, holding office for two years, one being elected for each ward, every year. The Common Council also elects yearly a city marshal and a deputy, a city attorney, and such other officers and assistants as may be required. The Board of Education consists of eight members, two for each ward, holding office for four years. Every three years a city assessor is elected, who is *ex-officio* a member of the Board of Supervisors. One supervisor is elected each year from each ward. The mayor yearly appoints one member of the Board of Public Works, subject to the approval of the Council. The Board of Public Works consists of four members, one from each ward, holding office for four years, and having general charge and management of all public works in the city.

The principal public buildings and works in the city are, two school buildings on the south side of Black River, the city hall and county court house in the third ward, the engine house on Water street, and the new water works building; Pine Grove Park and the City cemetery in the third ward. The city also owns a Clapp & Jones steam fire engine, hose and carts, hook and ladder wagon, a hand fire engine, and other equipments. The city gas works and the Port Huron and Fort Gratiot street railway are owned by private companies.

By the State census of 1864 the population of Port Huron was 4,025, but at the present it is estimated that it amounts to at least 8,000. Port Huron is the county seat of St. Clair County, and is located a little below where the lake empties itself into the St. Clair River. It is sixty-two miles northeast of Detroit, and by a direct line about one hundred and ten miles east of Lansing. Directly opposite on the Canadian side is Port Sarnia, a town of about 2,500 inhabitants, and which is connected with Port Huron by admirable ferry accommodation. The Grand Trunk Railway approaches the city no nearer than Fort Gratiot, but the Port Huron and Lake Michigan Railroad runs directly into it. With the American and Canadian railroads Port Huron has direct communication with all parts of the continent.

Black River, which takes its rise in the pine woods of Sanilac and Lapeer counties, flows into the St. Clair River at Port Huron, and practically divides the city into two parts. It is employed for the floating down large quantities of logs, a greater part of which are manufactured into lumber at Port Huron. The river within the city limits is crossed by two elegant iron bridges, costing a large sum of money each. Two large dry docks and several shipyards are located here. There are fifteen hotels in the city, the principal one being the Huron House. There are two ably conducted papers, the *Times*, daily and weekly, and the *Commercial*, semi-weekly.

The naturally beautiful location of Port Huron, just below the rapids on the St. Clair River, its position on an elevated terrace overlooking a vast extent of country, its salubrious atmosphere and beautiful rural surroundings, makes it one of the most attractive spots in Michigan. A perusal of the following pages will readily convince the most skeptical that it promises shortly to become not only a favorite place of residence, but one of the leading manufacturing points of the Northwest.

Port Huron, as compared with other western cities, affords unusual advantages to capitalists, manufacturers, and others desirous of extending their operations or seeking new fields of enterprise. The Black River and Pine River, which have their rise in the great pine regions of Northern Michigan, empty themselves into the St. Clair through this city, and annually float down many million feet of logs, which are manufactured into lumber for home and eastern markets. These, with several smaller streams in the vicinity, offer most eligible sites for the building and operating, at a small cost, woolen mills, chair factories, paper mills and various other industries. Possessing a large extent of river front, exceptionally adapted to manufacturing purposes and contiguous to the northwestern terminus of the Grand Trunk Railroad, and the recently constructed extension of Chicago & Lake Huron Railroad, the facilities for shipping to any part of the continent, either by boat or rail, are at this point unequaled by any western port.

Hitherto the principal iron manufacturers of the United States have been devoted to the anthracite regions of the country. But that these industries can be as advantageously prosecuted in closer proximity to the mineral deposits of the northern peninsula has already been demonstrated. Indeed, there can be no reason why blast furnaces, steam forges, steel works and other iron manufacturing interests should not be as successfully operated in Port Huron, Michigan, as in Pittsburgh, Pennsylvania. In the former case, it is true, the greater part of the coal needed in its manufacture would have to be brought from the fields of Pennsylvania; but, on the other hand, the ore has to be transported in its native state, at a great expense, to those cities which now control this manufacture. That the many advantages this neighborhood possesses should so long have been overlooked is astonishing; with the most expeditious means of transportation the United States affords, with

close and continuous connection, both by boat and rail, to all the principal cities of this country and Canada, surrounded with plenty of the best timber that the country produces, and which can be bought, manufactured and shipped to any point at much less cost than it could be in eastern cities, with the thousands of tons of iron, copper and silver ore that are produced annually in the State, and which could be smelted and manufactured here as cheaply as at any other point, yet in the face of these indisputable facts there are no great manufacturing interests represented in this city. Why should our farmers be compelled to use harvesters, reapers, mowers and other agricultural implements of eastern manufacture, purchased through agents at exorbitant prices, when the very elements out of which they are made are first produced from Michigan soil? Why should the millions of timber annually felled in this State be manufactured into lumber with eastern machinery, when the very components out of which man's ingenuity has manufactured the circular saw, the planer, and the edger, exist in rich abundance under their very hearthstones?

Aside from all these conclusive reasons for making Port Huron a great manufacturing center, it possesses geographical features of undeniably advantage as a place of residence. Located on one of the most beautiful rivers in the world, surrounded by a rich and thickly settled agricultural country, and enjoying all the pleasures of a delightful watering place, the existence of a more healthy and delightful locality can scarcely be imagined. The local government, taking pride in all that adds to the comfort and convenience of its citizens, have from time to time made numerous extensive improvements.

Broad, well-made streets and side-walks, and lighted by gas, a most complete system of water-works, having mains running to all parts of the city, an efficient fire department, two excellent lines of street railways, superior ferry accommodation to Sarnia, Ontario, handsome brick school buildings, under the control of a board of education and officered by efficient teachers, costly churches, a handsome new opera house, city hall, custom house and post office, are some of the public improvements and institutions that adorn the city. Large, handsome and convenient brick blocks, occupied by prosperous and wealthy business men, line the principal thoroughfares, and broad streets and avenues, studded with handsome residences, surrounded by well-kept gardens and lined with stately shade trees that shelter the pedestrian from the scorching sun of summer, while the cool breezes from the broad space of Huron's blue waters murmur lovingly among their branches, lends a charm to the suburban retreats of this delightful city, that to be appreciated must be enjoyed.

For the benefit of those who live at a distance and who cannot personally investigate the numerous advantages, commercial, social and otherwise which this article has endeavored to depict, we add the names of a few of the most prominent and wealthy citizens and oldest inhabitants of this city, who will be pleased to answer any enquiries respecting building sites, etc., that those

desirous of locating in this city may desire to ask: Mayor Boyce, Hon. D. B. Harrington, banker; Trustees Sanborn Estate, Messrs. Howard & Son, lumber merchants, Edgar White, Esq., O'Brien J. Atkinson, Esq., William Stewart, Esq., and John Johnson, Esq., banker, either of whom will promptly answer any communications addressed to them.

HURON HOUSE,

PORt HURON, MICH.

This handsome and commodious hotel occupies a prominent position on Huron avenue, and few western houses can boast so handsome an exterior, and the present owner and proprietor, Mr. W. AMES, has used every means in his power to render the internal arrangements equal to those of any hotel in the west, and his praiseworthy efforts have not been in vain, for a more comfortable bed than is furnished to the weary traveler cannot be desired; and the most epicurean taste must perforce admit that the tables are spread right royally with the best of fare the markets afford. The office and public sitting room, a large, light and airy apartment, occupies the front of the first floor; next follows the bar, which is plentifully stocked with the best and most popular wines and liquors; adjoining this is the billiard room, sixty-eight feet long by twenty feet wide, in which are five first-class tables and furniture manufactured by Schulenburg of Detroit. The second floor is occupied by the parlors and best bed-rooms, and these apartments are furnished with a degree of luxury and elegance that is rarely to be met with outside our larger cities. This popular hotel was rebuilt of red brick, finished in stone, the upper stories being supported by handsomely fluted iron pillars, surmounted by massive capitals of elegant design. It contains a large number of rooms furnished in the most magnificent manner. Few cities in Michigan can boast a better appointed hotel in every respect than the Huron House, or one affording better convenience to the traveling public. Two lines of street cars pass the house several times a day connecting with the Grand Trunk Railway at Fort Gratiot, and the Chicago & Lake Huron Railroad, and the ferry communication between Sarnia, Ont., and Port Huron is within five minutes walk of the hotel. As a summer resort Port Huron is deservedly popular. The cool and refreshing breezes that constantly blow off Lake Huron, together with the admirable facilities afforded for fishing and boating on the beautiful St. Clair River, makes it the rendezvous of numerous tourists. And now that the Huron House has obtained so much popularity through the skill and perseverance of its worthy proprietor, there is little doubt that this charming neighborhood will before long become a popular summer resort.

WM. STEWART & CO.

WHOLESALE AND RETAIL HARDWARE MERCHANTS.

In the year 1849, when most of the business interests of Michigan west of Detroit were in their infancy, and laying the foundation of the vast manufacturing and commercial industries that now add brilliancy to the annals of the Peninsular State, WM. STEWART embarked in the hardware business in partnership with David McCall. Although the firm possessed none of the gigantic proportions at its start that adorn it to-day it was the only one of its kind in the county and consequently enjoyed not only a large inland trade but derived a large share of its support from the vessels that navigated the St. Clair River on their passage to the various Lake Huron and Superior ports. The premises first occupied by the firm was a frame building on Military street. The partnership formed with Mr. McCall was destined to be of short duration, terminating at the end of one year, when Mr. STEWART purchased a part of the Tontine building and conducted his business alone for the succeeding four years. From this, as his business increased, necessitating more convenient premises, he removed to the corner of Water street, purchasing the Hatton property, where two years later Mr. John Miller became associated with him in the business. This partnership, like the former, continued but one year. From this time until 1861 Mr. STEWART continued the sole proprietor, and under his skilful management it rapidly increased in extent and popularity until still more extensive premises became an absolute necessity. Recognizing this fact, he purchased the valuable property on the north side of Military street, west of Water street, and built the handsome red brick stores now occupied by the present firm. Four years after he took possession of his new stores, Messrs. P. B. SANBORN and EZRA C. CARLTON, both gentlemen possessing an enviable reputation as thoroughly reliable and trustworthy business men, became associated with him as partners. By the united energy of these gentlemen this mammoth house has extended its trade throughout the greater part of Eastern Michigan, and to the indomitable pluck of this house may be attributed the origin and rapid growth of the wholesale trade of Port Huron. Mr. STEWART's business career has few parallels in the annals of commercial success. Commencing in a new country, with a small capital, and contending with unflinching energy and will with all the mercantile disasters that invaded the rising merchant of those early days he succeeded not only in surmounting all obstacles, but did so without compromising his commercial honor or failing to meet any obligation. Enjoying a handsome competency, the fruits of his unceasing labor and careful management, he has retired from active co-operation in the prosperous business he established more than a quarter of a century ago. But the acknowledged integrity and ability of the active partners, Messrs.

SANBORN & CARLTON, are sufficient guarantees that the princely house of SANBORN, CARLTON & Co. will continue to hold its own and merit increased patronage.

STEWART HARDWARE HOUSE.

WILLIAM STEWART, }
Special. }

PETER B. SANBORN, } General
EZRA C. CARLTON, } Partners.

SANBORN, CARLTON & CO.,

SHIP CHANDLERS AND HARDWARE MERCHANTS,
IRON, NAILS, STOVES,

PLUMBERS AND STEAM FITTERS,

TIN AND COPPER WORKS.

STEWART BLOCK, 8 & 10 MILITARY ST.,

PORT HURON, MICH.

HULL & BOYCE, GENERAL HARDWARE.

This well known house is one of the most reliable and oldest establishments devoted to this trade west of Detroit. It was first started by the senior partner in 1856. The present firm has existed since 1870; increasing with the growth of the country, it has extended its trade throughout the greater portion of Northern Michigan. Port Huron being the chief mart for the surrounding agricultural districts, as well as an important lake port, affords peculiar advantages for the successful operation of this branch of commerce. This house handles large quantities of heavy hardware, builders' materials, agricultural implements, marine hardware, mechanics' tools, cutlery, stoves, etc., and their extensive stock is one of the most complete and carefully selected in the state. Mr. HULL, who has always been actively prominent in all that pertains to the welfare and advancement of the city, was elected to the office of city treasurer for the years 1869-70, and Mr. BOYCE was elected to the mayoralty in 1870, and now occupies the same honorable position. These gentlemen are deservedly esteemed as leading spirits in all things pertaining to the public weal; and as merchants their characters for integrity and fair dealing is unsullied.

HULL & BOYCE,

Dealers in

HARDWARE, STOVES, FARMING IMPLEMENTS, &c.
MILITARY STREET, PORT HURON, MICH.

JOHN R. TAYLOR'S

HARDWARE HOUSE, HURON AVENUE, PORT HURON.

Five years ago Mr. TAYLOR started business in Port Huron, in a store on Military street, but as his trade developed it became necessary for him to obtain more convenient quarters, which he did on Water street, occupying a large and convenient store in the Miami Block. Since his first commencement he has been a prosperous merchant, and yearly additions to the various lines of goods he carries indicate that he has always been up to the times. Some months since he suffered severely from a heavy fire which devasted the Miami Block and destroyed the greater part of his valuable stock. But nothing daunted, he at once re-stocked with everything needed either by the farmer or the ship-owner in the way of hardware, and may now be found doing a steady but profitable business at 26 Huron avenue. Mr. Taylor is a native of New York State, his father being for several terms mayor of Albany, New York. He was for many years in the brewery business and the original manufacturer of the celebrated Albany ale.

Mr. J. R. Taylor is a thoroughly practical man in his business, having been identified with it from boyhood, and those needing anything in his line will be sure to get a good article at reasonable figures. Mr. Taylor is an active member of the Port Huron Guards, and for some time occupied the position of captain of this well disciplined company.

JOHN R. TAYLOR,

WHOLESALE AND RETAIL DEALER IN

HARDWARE,**AGRICULTURAL IMPLEMENTS,****Steam and Copper Work,****MARINE AND SHIP CHANDLERY,***26 Huron Avenue, Port Huron, Mich.*

S. L. BALLENTINE.

Merchants embarking in business in a new country are almost certain of success, if the enterprise engaged in is one of continued supply and demand, and like the grocery and provision business, the boot and shoe and dry goods trade, is one in which the demand never ceases. Ten years ago Mr. S. L. BALLENTINE commenced business in conjunction with his brother the late D. Ballentine, in the red brick store at the southwest corner of Quay street and Huron avenue. From early boyhood he had been employed on the same premises as clerk until, in the latter part of 1865, he was admitted to partnership with his former employers, Messrs. C. P. Noyes & Co. About a year after that this firm dissolved, and, as has been before stated, the Ballentine Brothers succeeded to the business. By strict application and careful investments they rapidly succeeded in commanding not only a large retail trade, but a very extensive wholesale business. Three years ago, after the fire which destroyed the premises on the southeast corner of Huron avenue and Quay street, Mr. Ballentine built three handsome red brick stores, having a frontage of over one hundred and twenty feet, three stories high and basement. This block is one of the handsomest in the city. The stores, two of which are occupied by Mr. B., are large and superbly fitted up with every modern improvement, and the exterior constructed of red brick with stone facings, supported by massive iron columns of elaborate designs, large plate glass windows of unusual size and thickness, gives a commanding appearance to the entire building. The upper floors are handsomely finished in stained pine, are large and well heated and ventilated, and are occupied as offices. The entire block is heated by steam. Occupying a prominent position in the center of the city, these stores add materially to its beauty and importance. The cost of the block was \$30,000, and the citizens may be justly proud of a man who contributes so largely in building up the commercial interests of their city. Mr. Ballentine carries a large and carefully selected stock of dry goods and boots and shoes, and vessel men, when stopping at this port, will do well to pay him a visit.

S. L. BALLENTINE,

Wholesale and Retail Dealer in

DRY GOODS, BOOTS & SHOES, HATS & CAPS,
TEAS A SPECIALTY.

BALLENTINE'S BLOCK, HURON AVE. AND QUAY ST., PORT HURON, MICH.

MOFFAT & SON'S TUG LINE.

Thirty-five years ago Port Huron was of such little importance that the "Tug" business was a scarcely recognized interest, but with the growth and settlement of the country in the Lake Superior regions, and the development of its mineral resources, this port rose rapidly in all branches of maritime commerce. In 1864 the lake traffic had increased to an enormous extent, and every available craft was busily employed. At this time Mr. Jas. Moffat, the founder and owner of the ferry line between this port and Sarnia, Ont., embarked in the tugging business, in conjunction with Mr. Elliott Brockway and Mr. John S. Botsford, and built the "Kate Moffat," a trim boat of about one hundred and fifty tons burthen; for three years this boat was busily engaged in towing vessels and rafts between lakes Huron and Erie, under the command of Mr. Moffat. This venture proving a source of considerable emolument to the owners, they decided to add another boat to their line, and in the spring of 1867 the "Geo. Brockway" was launched. In 1870, owing to increased demand, the tug "Frank Moffat" was built and placed in commission; and in 1873 the "Mocking Bird," pronounced by sailing men to be the best and fastest tug on the lakes, was added to the line. Mr. Jas. Moffat, the principal owner and controller of this renowned tug line, has always made it his aim to perform his duty to his employers to the letter, often disadvantageously to himself, and this, with the known superiority of his boats, has secured to him hosts of friends and an extensive patronage. During the past three years the fearful depression in all kinds of business, especially the shipping interests, has compelled many tug owners to lay up their boats before the season was half over, and in many instances they were not fitted out at all, but these boats, during the dullest times, were always out and employed. Vessel owners and masters will do well to secure the services of these admirable boats, in their passage between Lake Huron and Lake Erie.

The forwarding and commission business in all our principal lake ports forms a large feature in the make up of their business success, and the well known firm of MOFFAT & CO., of this city, bears out the assertion. This business was started about seven years ago by Mr. A. N. MOFFAT, son of the pioneer ferry owner, Mr. James Moffat. Like all other new enterprises in a rising neighborhood, only a small capital was invested at the outset, but as the liberal terms and superior advantages offered to consignors and shippers became more widely known, increased capital and improved facilities for warehousing, shipping, etc., were added until to-day this house is one of the largest representative establishments in the business north of Detroit. Their offices, warehouses and dock are conveniently located at the foot of Sarnia Street, Port Huron. In addition to, and in connection with the above business this firm are agents for the principal lake and river steamers, the "Northern Transit Company," "Ward's Lake Superior Line," and the "Star

Line," being the principal ones. The house also deals largely in pressed hay, grain, salt, land plaster, cement, oil, flour, pork, beef, hams, shoulders, lard, ship supplies, and always having on hand a stock the superior quality of which may be relied on.

Merchants, manufacturers, traders, farmers and others requiring the services of a thoroughly reliable forwarding house should not fail to place themselves in communication with these gentlemen. The greatest care is always taken of goods entrusted to them as forwarders; all unnecessary delays are avoided, and when it does occur their large and convenient warerooms afford security and shelter unequaled by any house in the city. Those consigning goods to this house in their capacity of commission merchants can be satisfied that the best current prices will always be obtained; and all requiring information or advice pertaining to any branch of this extensive business may rely upon any representations made by them. Mr. A. N. MOFFAT, the senior partner, is a young man of ability and strict integrity, and having been reared in the business from boyhood, has acquired such an intimate knowledge of its various departments that the utmost reliance may be placed in his representations.

MOFFAT & CO.,
FORWARDERS & COMMISSION MERCHANTS,

AGENCY OF THE PRINCIPAL

LAKE AND RIVER STEAMERS.

DEALERS IN

COAL, PRESSED HAY, GRAIN, SALT, LAND PLASTER,
CEMENT, OIL, BOAT SUPPLIES, ETC.

JAS. MOFFAT & SON.

Managers Tugs MOCKING BIRD, BROCKWAY and FRANK MOFFAT,

WAREHOUSE, OFFICE AND DOCK:

FOOT OF SARNIA STREET,

PORT HURON, MICH.

NEWHALL HOUSE,

MILWAUKEE, WIS.,

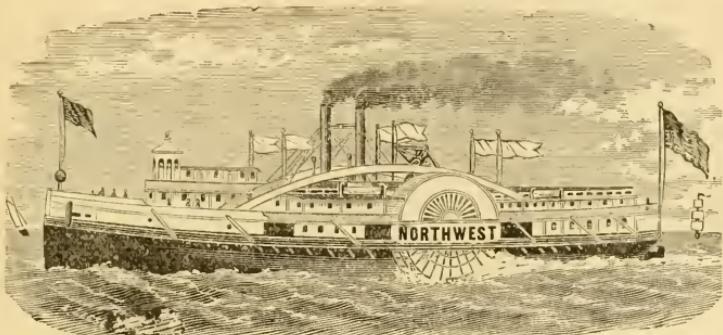
—
LARGEST AND BEST HOTEL IN THE STATE.

Great Reduction in Rates,

Rooms with Board, \$2.00, \$2.50 and \$3.00 per Day.

J. F. ANTISDEL, PROPRIETOR.

THE LAKE PORTS.



HISTORICAL AND DESCRIPTIVE REVIEW

*Of the Lakes—Rivers—Islands—Cities—Towns—Watering Places—
Fisheries—Vessels—Steamers—Captains—Disasters—Early
Navigators—Mineral Wealth—Trade—Cheap Transportation—
Commerce, etc., etc.*

THE extent and volume of the bodies of water that form these inland seas is so extensive as to exceed the comprehension of many minds, unless the subject has been closely investigated. Under the above designation is included Lake Superior, containing an area of thirty-two thousand square miles; Lake Michigan, twenty-two thousand; Lake Huron, twenty thousand five hundred; and Lake Erie, nine thousand seven hundred; including Green Bay on Lake Michigan, and the Georgian Bay on Lake Huron, the latter being on the Canadian side of the line that divides the Dominion of Canada from the United States.

The straits which form the connecting links and outlets to these vast bodies of water are the St. Mary's river, which unites Lakes Superior and Huron, and divides the upper peninsula of Michigan from Canada; the Straits of Mackinac, which connects Lakes Michigan and Huron, and forms the natural and political boundary between the upper and lower peninsulas of Michigan; the St. Clair river, connecting Lakes Huron and St. Clair, and constituting the dividing line between the United States and Canada; and the Detroit river, which has its rise at the northwest corner of Lake St. Clair and empties itself into Lake Erie, and continuing to form the boundary line between the two countries. These noble rivers are all navigable streams, and are able, in conjunction with the ship canal at the Sault Ste. Marie, of floating vessels of over two thousand tons burden from Chicago to Buffalo, a distance of twelve hundred miles. At this point navigation, for a large class of vessels, ceases, but, by the construction of additional canal communication and the enlarging of those already in operation, a direct

connection between the great lakes and European ports would be effected, that would materially increase the already enormous commerce of these waters, and confer on the American and Canadian people incalculable benefit; for it would create one continued line of sea ports, from which could be shipped at a low rate all the agricultural and mineral wealth of a vast region of country rich with all the products that go to make nations wealthy, and at the same time provide profitable employment to thousands of laborers both on land and water.

As an object of common interest, and which is of as much importance to individuals as to the two great powers which it divides, this public highway of the seas should be carefully guarded, so that no impediments may interfere with free and open navigation from the upper lakes to the St. Lawrence. Fortunately, by a late decision of the Supreme Court of the United States, these large bodies of water were declared to be *inland seas*, both legally and commercially, and Congress under this decision has greatly improved many of the harbors of the lakes and connecting rivers, in the same manner and under the same authority that it does those on the seaboard; it has led to a vigorous maintenance of federal authority, in providing for the safety of commerce and guarding the channels of communication from any kind of obstruction.

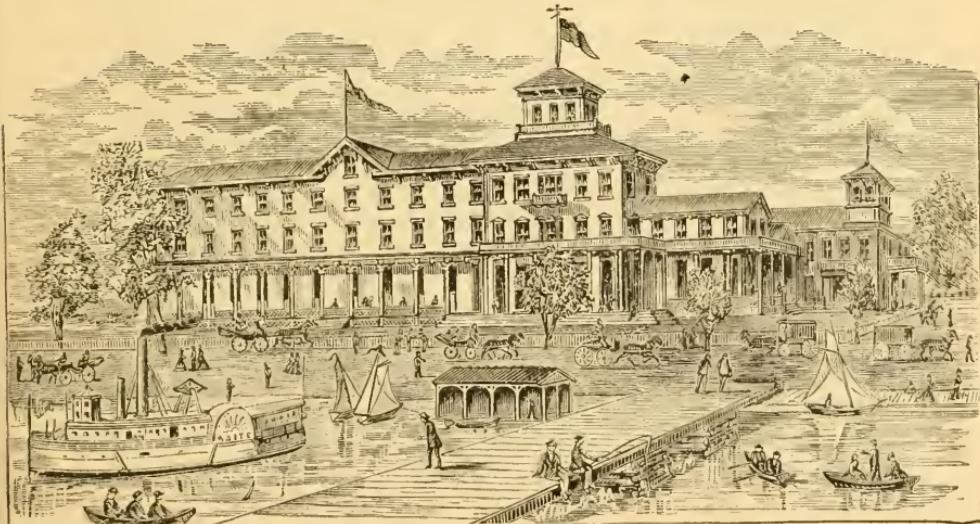
The states washed by these great bodies of water are New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, and the provinces of Ontario and Quebec, Canada. Their united area is upwards of ninety thousand square miles, draining a surface of nearly four hundred thousand square miles of territory, situated for the most part on the northern confines of the temperate zone.

All the lake cities and towns, as well as those on the Mississippi and Atlantic seaboard, should take a deep interest in the preservation of free and uninterrupted navigation on the *great lakes*, for, notwithstanding the immense shipping interests involved, it has been proposed by certain moneyed interests to bridge both the Detroit and St. Clair rivers at various points, for the assumed purpose of affording quick transit from the West to the Atlantic seaboard. Latterly the agitation has been confined to the Detroit river; but through the strenuous exertions of those interested in lake navigation the project is, for the time being, abandoned; and should the tunnel scheme, which meets with much popular sympathy, be carried out, the vexed question of bridging this noble stream will be forever answered. This object, if it had ever been attained, would have so far injured lake navigation for all future time, as to have placed an insurmountable obstacle in the way of commerce, that would irreparably have injured both the producer and consumer of western America, and only benefited the individual members of speculative corporations.

During the past few years it has been most forcibly demonstrated that by means of lake and river transportation millions of money



Chapel Beach and Hut—Lake Superior.



Beebe House—Put-in Bay.

can be saved, when compared to the necessarily high rates charged by railroad companies—which have, and are still, heavily taxing the industries of the country, and being largely instrumental in causing the high prices which are charged for most of the necessities of life.

At the present day, the voyager, in sailing from the American shore to Europe or Asia, or on making a circuit of the globe, pursues an almost trackless path across the broad ocean, without being in sight of land for the greater part of the distance. But such is not the case in sailing on the great lakes of America—which form all together the largest expanse of fresh water on the face of the earth. And although we have none of the marvelous legends about the leviathans of the deep and other wonderful stories, fabricated by the imaginative brains of veritable salt water “Jack Tars,” we have the Indian traditions, equal in coloring and poetry of language to the far-famed romances of Eastern climes. Lake Superior, the *Gitchee Gumme* of the Chippewas, is rich in Indian narrative. Every grove that slopes gently down to its edge, and every rock that towers aloft in native majesty to heaven, is made to speak the praises of this lovely region.

But our task consists in rendering a plain, unvarnished account of the objects that surround these inland seas, made famous by their extent, pure air and water, picturesque islands, cultivated shores, and rich deposits of various kinds of mineral—and that, too, in such abundance as to far exceed the productions of other parts of the world, both in richness of ore and the extent and variety of the deposits. Here iron, copper and silver are annually produced in marvelous quantities, giving employment to many thousand miners and others.

The field occupied by these enormous mineral deposits is illimitable, covering portions of the Upper Peninsula of Michigan, Northern Wisconsin and Minnesota, while the Dominion of Canada possesses large tracts as yet but partially developed. Added to these, the value of the fisheries and the lumber trade, and these lake regions possess wealth enough to enrich nations.

In addition to these, the healthy and invigorating climate of the upper lakes invest this region with advantages which the ancients would have designated as the abode of the gods, and esteemed the very rocks as natural deities. Indeed, the poetic mind of the Indian has already clothed these regions with mystic lore and pronounced its mountain tops as the favorite resorts of the Great Spirit.

When it is remembered that the far-famed Niagara river and cataract has no equal in the world, and that the smallest of these upper lakes exceeds in extent that of any other body of fresh water on the globe, that Lake Superior covers an area of upwards of thirty thousand square miles, with a depth of one thousand feet near its center, and standing at an elevation of six hundred feet above the ocean, into which it flows through the noble river St. Lawrence, and thence into the gulf of the same name, its outlet bearing several different names

before it enters the main stream among the "Thousand Islands," these grand and stupendous monuments of nature's handiwork, must, perforce, impress all minds with their glorious beauty, and excite the admiration of the most stoical.

The principal rapids on the St. Lawrence, after passing Lake Ontario, are known as the Long Sault, Coteau, Cedar, Cascade and a La Chein, while the expansions are called Lakes St. Francis, St. Louis and St. Peter. It also receives the Ottawa and Saguenay Rivers, and several other considerable streams, all of which, accumulated, join one majestic stream, flowing grandly down to the briny ocean beyond. The tide waters extend a short distance above the City of Quebec.

The foregoing brief sketch of lake and river combined, shows the magnitude and grandeur of the whole system of internal communication with the lake ports that within half a century have sprung up on their shores, and which constitutes the great natural system of drainage to the vast territory surrounding, affording the most complete and desirable outlet for the products of the great North-west, as well as the Dominion of Canada; for by means of ship canals ocean vessels are able to ascend fifteen hundred miles above tide water, to the head of Lake Superior on the west, and Lake Michigan on the south, where stand two rival cities of modern date.

The many cities and villages which have sprung into existence, as if by magic, along the shores of these lakes and rivers, as well as on the banks of tributary streams, are equally marvellous as the mighty waters which cover such an extent of territory, and which at the first, were the cause of their existence and the ultimate source of their wonderful prosperity. A greater part of this country, lying as it does within the temperate zone, is susceptible of settlement and a high state of cultivation, enjoying in equal proportion the four seasons of the year. Indeed, there are few countries enjoys so varied and healthful a climate as the one we have endeavored briefly to describe; and in it all the divine workings of the Creator are forcibly apparent. Air, water and sunshine are blended so as to invigorate the human frame and make life pleasurable, even among its most trying vicissitudes. The very animals are formed so as to meet the changing seasons with comfort, being warmly clad in winter with their furry robes, which they shed as the balmy days of summer approach. Passing from summer to winter, in the region of the Great Lakes a climatic change takes place, of which it is hard to conceive and more difficult to describe; here the secret workings of nature have to be grappled with by the ingenuity of man, and continued observation reveals more astonishing truths than the ancients, with all their flights of imagination and poetic fiction, were able to conceive. Summer, with its sun and showers, brings its reward for weeks of patient waiting among ice bound lakes and rivers, in the shape of the richest productions of the vegetable world; and winter performs its duty designed by nature in keeping

ever pure the waters which refresh during the warmer portions of the year, making the lakes the great refrigerators of the surrounding country.

The records of the early history and discoveries are very vague and uncertain. The object of the first European explorers was not so much the discovery of new regions beyond the setting sun, as the acquirement of wealth, extravagant stories of which the first discoverers of gold on this continent spread through the Eastern world. About the same time many scientific men were devoting all their energies and wealth in the discovery of the Philosopher's Stone and other equally ridiculous pursuits. Hence we read that De Soto, while seeking for gold and fountains of water that should prolong human life and make man immortal, reached the banks of the turbid Mississippi, near the mouth of the Arkansas river, there to die and be buried in the hot sands that lined its banks, while his followers proceeded southward in hopes of preserving their lives.

But at a later period a higher and better motive inspired men's minds to visit the great lake regions of America. Pere Marquette, with the spirit of a true discoverer, and having at heart the good of the aborigines, by whom he was looked upon as a god, wandered along the shores of these inland seas, when hearing of the "Great Mississippi," he extended his travels, reaching De Soto's upper stream, which he descended several hundred miles, but being informed by the natives that the country was inhabited by hostile bands, returned to the shores of Lake Michigan, near the mouth of the present Marquette river, on the 17th day of March, 1675.

Father Marquette was the first real explorer of the Mississippi, and after De Soto the first white man who beheld it. The travels and death of this great man clearly demonstrate that man's designs seldom reach the goal to which they aspire. Marquette's object was the conversion to Christianity the tribes of savages who peopled this vast territory and the aggrandizement of his king, but instead of this he opened to the world the gigantic commerce of half the globe, and discovered a home for the growth and development of an independent people greater than the Roman Empire.

Looking into the dim future, the lovely shores and headlands, with the numerous wooded islands, which adorn the lakes, now mostly uninhabited and over which the stillness of quiet nature hushed to slumber in its primeval glory, wakes no answering echoes to the woodman's ax or builder's hammer, the day is not far distant when man, either from choice or necessity, will transform these sylvan retreats of nature's choicest possessions into busy cities, and the Thames, the Seine, the Rhine and Danube, with their miles of wharves and forests of masts, their lordly mansions and castellated edifices will be reproduced in these portions of this our favored country.

THE NATURAL TERRACES AND TABLE LANDS

which abound on the borders of the great lakes, as well as on the banks of the tributary rivers, afford delightful sites for cities, villages and country residences. Several of these exist in succession on the shores of Lake Superior, while the same geographical features are recognized on the beautiful wooded islands of Michipicoten and Grand Island, or the *Gitchee Munising* of the Chippewas. Both these lovely spots promise at some future day to become favorite summer resorts; the latter more especially, as it is in the immediate vicinity of the "Pictured Rocks."

The Island of Mackinac, the garden of the upper lakes, is already the favorite resort of the afflicted and those in quest of pleasure; rising terrace on terrace, it is elevated from one to three hundred feet above the pure waters of the Straits of Mackinac, and will always attract the attention of the refined and wealthy.

Duluth and Superior City, the one situated on a rising ascent and the other on a slightly elevated plateau or terrace at the head of Lake Superior, are important and growing cities, and give promise of being the northern nucleus of the commerce of this region.

Bayfield, protected by the Apostle Isles, and lying on a large and secure bay, rises by two or three terraces to an elevation overlooking one of the most extensive and grandest scenes of Lake Superior, extending northward through a labyrinth of islands, and southward across Chaquamegon Bay, where the entire fleet of the lakes might lay in safety.

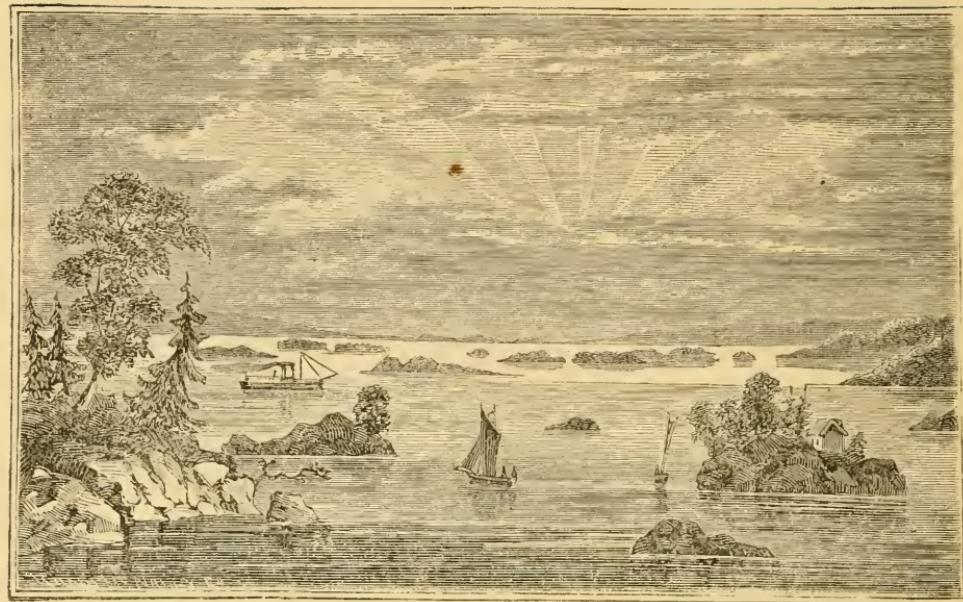
Ashland, at the head of the bay, occupies the most elevated terrace, while the water front is improved by steamboat landings and railroad depots.

Keweenaw Point, from Eagle River to Portage Lake, consists of numerous terraces, many of which are already occupied by thriving villages, inhabited by sturdy miners, employed in the copper mines for which this section is famous.

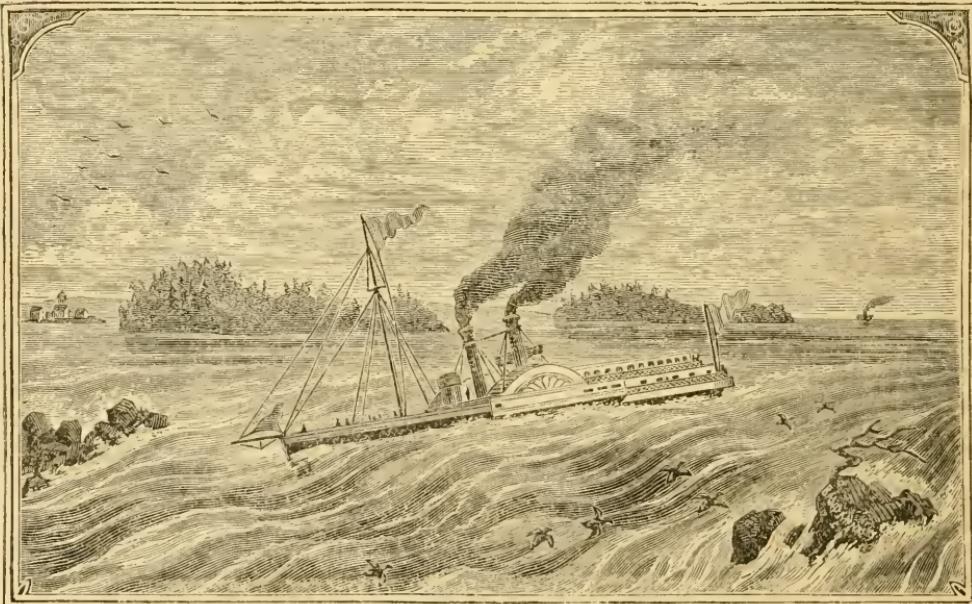
Marquette, the "Iron City" of Superior, is another beautiful town, situated on three distinct natural terraces, rising some two hundred feet above the lake. The surrounding waters are, during the season of navigation, enlivened by every class of commercial vessel, as well as the sail boat of pleasure, while the fisherman's craft may be seen pursuing its avocation in the far distance. At night the scene is enlivened by the numerous light-houses along the coast and the fiery blaze from the blast furnaces of the surrounding country.

Munising, lying on Green Bay, is situated on a low terrace, while immediately behind rises an abrupt hill, forming an elevated plateau, from which descends a silvery stream of sparkling water. This whole lake front, or the main land extending east to Miner's Castle, rises by terraces of steep ascent until the "Pictured Rocks" are reached; then an abrupt precipice with beetling crags and caves is to be seen, which may safely be approached in calm weather, but should be shunned by the mariner during severe storms.

SCENERY OF THE GREAT LAKES.



Morning among the Thousand Islands.



Chicago to Quebec—The Steamer Descending Lachine Rapids.

The banks of the River St. Mary, or strait connecting Lakes Superior and Huron, are terraced near the rapids, where stands the ancient and romantic settlement of the Sault Ste. Marie. St. Joseph island, belonging to Canada, is an elevated table land of great extent, rising gradually above the water's edge.

The terraces formed by the Detroit and St. Clair rivers are most beautiful when compared with the low lands adjacent to Lake St. Clair, where extensive marshes abound. For the most part the heavy forest timber is cut down along the banks of these streams forming the outlet to Lakes Superior, Huron and Michigan, while in the background much of the original oak, hickory and other trees of the primeval forest remain. Detroit occupies an especially fine terrace, sloping gradually down to the shores of the river. Lake Erie, on its southeastern shores, presents very many fine elevations, where grapes, peaches and other fruits are cultivated in rich abundance, as well as on the lovely group of islands which adorns its western terminus. The terrace on which the city of Cleveland stands is elevated about one hundred feet above the waters of the lake, and is one of the most beautiful to be found on all the waters of the upper lakes, while many other localities are nearly equally favored. The city of Buffalo is located on a gently rising terrace, and is unequaled for its healthy situation, convenience and beauty.

EARLY NAVIGATION.

The sailing vessel occupies an important place in the history of all nations. It is the offspring of antiquity, and its home was in the valley of the Nile and the sunny waters of the Mediterranean sea. It may of a truth be styled the cradle of discovery, for through its agency man discovered new worlds and peopled them, and found untraveled paths along the mighty deep, that led to stores of untold wealth now utilized by industrious and wealthy nations.

Formerly the only means of traversing the great lakes and rivers of this continent was the Indian bark canoe, and later the bateau and Mackinac boat, as constructed by the early French voyageurs. Next came the sailing craft, wafted by favorable breezes over the larger bodies of water, or towed and poled along the banks of the river by the force of human strength. The fur traders and early Jesuits, discoverers, were the first pale faces to adopt this mode of navigation.

All early writers of Lake history agree that the name of the first sail vessel which ever floated the lakes was the Griffin, which was built on the Niagara, six miles above the falls, and set sail on the 7th of August 1679, in command of the chevalier De La Salle, with a crew of six persons all told, bound for Mackinac, which place she reached and in a few weeks started on her return voyage, laden with furs. This is the last known of her, although it is asserted that the crew and outfit

of the vessel was saved; which statement however is most positively contradicted by the best authority; it may here be noted as the first marine disaster that was ever recorded as occurring on the lakes. For a period of eighty-seven years no mention is made of the movements of any craft sailing the great lakes, although it is not to be supposed that so long a time elapsed without others being built and operated. In the latter part of the year 1769 four vessels, named respectively the Gladwin, Lady Charlotte, Victory, and Boston, were navigating the lakes.

On Lake Ontario, the first vessel of which any record is left was set afloat in 1789. She was built at Sodus Bay, by Capt. John Fellows, a native of Sheffield, Mass.; her first cargo consisted of tea and tobacco.

The first merchant brig introduced upon the lakes was named the Union. She was built in 1814; her capacity was ninety-six tons. Being found too large for the business requirements of that period she was for a time laid up.

The first full rigged ship on the lakes was built at Buffalo, by Col. Alanson Palmer in 1836, and named the Julia Palmer. She was of about three hundred tons burden. Proving inadequate for the trade, she was at a later date converted into a steamer, and was afterward lost during a storm on Lake Superior.

The first vessel to Chicago was the schooner Gen. Tracey, of about ninety tons burden; she was built at Detroit about the year 1800; she sailed for Chicago in 1803, having on board a company of soldiers, under the command of Col. Sweaniegen; on her passage she called at St. Joseph and other points. She became a total wreck and was lost on Fort Erie reef in the year 1809. Chicago at this time had but one white man's dwelling, that of an Indian trader.

Between the years 1800 and 1810 several large schooners navigated Lake Superior in the service of the Hudson Bay and American Fur companies; one, named the Recovery, belonging to the British Northwestern Company, was one of these. On the breaking out of the Patriot war, fears were entertained for its safety, and it is said that its preservation was accomplished by stratagem. In one of the deep and narrow bays on the northeast end of Isle Royal, which was then within the jurisdiction of the British, this vessel was secreted; after having her spars taken out, she was entirely covered up with boughs and brushwood. After the termination of hostilities between the two nations, she was brought out and again placed in commission. After this she was run over the St. Marie Rapids and placed in the lumber trade on Lake Erie, under command of Captain Fellows. The fragments of this adventurous bark were for a long time visible near Fort Erie, opposite Buffalo.

The schooner Mink was also employed in the Lake Superior fur trade previous to the war. She was afterward, for several years, employed on Lake Erie, under the command of Capt. Tom Hammond, an officer who had previously served in Perry's fleet. After having performed good service for several years, she was sunk in the River Rouge, just below Detroit.

Another schooner, whose name is unknown, and which was also employed in the fur trade on Lake Superior, undertook to pass down the rapids, but in so doing struck on a rock and went to pieces.

From this time until 1822 Lake Superior was navigated only by one solitary sail, a small craft that subsequently passed down the rapids and was soon lost sight of among the young fleet then springing up on the lower lakes.

In 1834 the fur business revived, and the American Fur Company issued orders for the building and equipping of a large vessel for the Lake Superior trade. Ramsey Crooks and O. Newberry, of Detroit, undertook the matter. She was named the Ramsey Crooks, and when ready for service the command was entrusted to Capt. Charles C. Stanard.

The Astor, the first American schooner launched upon Lake Superior, was built by the American Fur Company in the summer of 1835. Her frame timbers and plank were prepared at Charleston, O., in the fall of 1834, and shipped on board the schooner Bridget in April, 1835, and arrived at Sault St. Marie on the 1st of May. The timbers were then carried to the head of the rapids, where the Astor was built. She was launched on the 1st of August, and sailed for La Pointe on the 15th of the same month. She was under the command of Capt. Stanard, who discovered the celebrated rock that has since excited so much curiosity and has been so great a source of annoyance to the navigators of Lake Superior. The Astor was wrecked off Copper Head, September 21st, 1844.

The American Fur Company had two small vessels built, of about twenty tons each, in the year 1837, one of which was so poorly constructed that it was never launched. The other, the Madeline, was sailed by Captain Angus, and was employed principally in the fishing trade.

In 1838 the same company built the schooner William Brewster, of seventy-three tons. She was launched some time in August, and sailed some time in September, under the command of Captain John P. Wood. In September, 1842, they supposing she would rot before she could pay for herself on Lake Superior, she was run down the rapids, and subsequently put in commission on Lake Erie.

The fleet on Lake Superior previous to the opening of the ship canal was composed of the following: steamboat Julia Palmer, two hundred and eighty tons; propeller Independence, two hundred and eighty tons; schooner Napoleon, one hundred and eighty tons; Algonquin, Swallow and Merchant, about seventy tons each; Uncle Tom, Chippewa, Fur Trader, Siskowit, forty tons; and White Fish, fifty tons.

Although sail vessels for a long time were the only available medium for water transportation, their prestige in this country was of short duration. With the introduction of steam as a motive power, as applied to navigation, the vocation of the sailing vessel was almost entirely destroyed. Man is the ruler of the steamboat; it depends upon him for its every movement, while the sailing vessel,

on the other hand, depends entirely upon the good offices of the wind, that invisible and mysterious force which has its origin with the Omniscient. History informs us that the first steamboat on this side the Atlantic was the Clermont, built by Robert Fulton, in 1807, near Hurlgate, on East River, N. Y. She was forty feet long, flat-bottomed, and drew twenty-two inches of water. Her wheels were extended below the bottom of the boat; a fly wheel was attached to the paddle wheel, having a rim four inches wide, which was to make the paddle wheel pass the center without jerking. There was a large hub inside the boat, into which the shaft fitted.

The first steamer that sailed the great lakes was the Walk-in-the-Water. She was built opposite Squaw Island, on the Niagara river, below Black Rock, and was one hundred and thirty-two tons burden, and worked by a low pressure engine. She was commissioned on Lake Erie, and arrived on her first trip to Detroit, August 22, 1818. In 1819 she made her first trip to Mackinac. She was lost in Buffalo bay, November 2, 1821. This period culminated in the construction of magnificent floating palaces, which were usually crowded with emigrants, both native and foreign, bound for the far west.

The side-wheel steamers, from their first introduction till the year 1860, running from Buffalo, through Lakes Erie, Huron and Michigan to Chicago and Milwaukee, were many of them first class vessels, carrying great numbers of passengers and an immense amount of freight. The lake travel was in its glory, and the steamers running from Buffalo to Cleveland, Toledo and Detroit, connecting with railroads, were truly magnificent. The popular commanders were then almost idolized and looked upon as fresh water admirals, while each one vied for the reputation of running the fastest steamer, which often resulted in disasters consigning many a passenger to a watery grave.

Steam boat travel to Lake Superior is of comparatively recent date. In 1855 the St. Mary's ship canal was finished and immediately the travel assumed large proportions. Previous to this, however, several steamers had been carried over the portage at Sault Ste. Marie, and where running on the lake. Among these were the Julia Palmer and Sam Ward, and the Independence, Manhattan, Monticello and Peninsular. The four last named were at different times wrecked on Lake Superior.

Communication between lakes Erie and Ontario was first opened up in 1831 via Port Robinson and Chippewa, thence via Niagara river to Lake Erie. The first vessel to pass through, were the British schooner Annie and Jane, and the American schooner Erie and Ontario. Subsequently the outlet was extended to Port Colborn, and Port Maitland, on Lake Erie, the former twenty miles and the latter forty miles distant from Buffalo. The following is a carefully prepared list of steamers lost since their introduction on the great lakes, in 1821.

BIRDS-EYE VIEW of the PENINSULA and Lake Erie ISLANDS.



LIST OF STEAMERS LOST ON THE LAKES.

- Walk-in-the-Water, 342 tons, built at Black Rock, 1818, wrecked at Buffalo, Nov. 1, 1821.

Superior, 300, Buffalo, 1822, made a ship and lost in 1843.

Chippewa, 100, Buffalo, 1824, broken up in 1825.

Niagara 1st, 180, Black Rock, 1825, broken up.

Henry Clay, 348, Black Rock, 1825, broken up.

Pioneer, 230, Black Rock, 1825, wrecked on Lake Michigan, July, 1834.

Wm. Penn, 275, Erie, 1826, wrecked.

Enterprise 1st, 250, Cleveland, 1826, wrecked.

William Peacock, 120, Barcelona, 1829, exploded, killing 15 persons, on Lake Erie, 1830.

Newburyport, 75, Erie, Pa., 1829, broken up.

Sheldon Thompson, 242, Huron, Ohio, 1830, broken up.

Ohio 1st, 187, Sandusky, 1830, burned at Toledo in 1842.

Adelaide (Champlain), 230, Chippewa, C. W., 1830, wrecked on Lake Michigan, 1849.

Gratiot, 63, Black River, O., 1831, broken up.

Pennsylvania, 395, Erie, Pa., 1832, broken up.

Gen. Brady, 100, Detroit, 1832, made into a vessel in 1844.

Uncle Sam, 280, Grosse Isle, Mich., 1832, made into a vessel, 1844.

Perseverance, 50, Erie, Pa., 1832, broken up.

Washington 1st, 600, Huron, O., 1833, wrecked on Long Point, first trip.

New York, 325, Black Rock, 1833, went to decay.

Michigan 1st, 472, Detroit, 1833, broken up.

Daniel Webster, 358, Black Rock, 1833, burned in 1835 at Buffalo; rebuilt.

Detroit 1st, 240, Toledo, 1833, wreck'd on Lake Michigan, 1836.

Lady of the Lake, 60, Mt. Clemens, 1833, broken up.

Gov. Marcy, 161, Black Rock, 1833, broken up.

North America, 362, Conneaut, O., 1833, burned in Conneaut, 1847.

O. Newberry, 170, Palmer, Mich., 1833, broken up.

Delaware, 170, Huron, O., 1833, wrecked near Chicago, 1836.

Victory, 77, Buffalo, 1834, broken up at Buffalo.

Gen. Porter, 342, Black Rock, 1834, made a propeller.

Thos. Jefferson, 428, Erie, Pa., 1834, converted into a floating elevator at Buffalo.

Com. Perry, 352, Perrysburg, 1834, exploded in 1835, killing 6.

Monroe, 341, Monroe, 1834, went to pieces.

Mazeppa, 1830, Buffalo, 1834, made into a vessel.

Sandusky, 377, Sandusky, 1834, burned at Buffalo, made a bark, lost in 1845.

Minnissetunk, 250, Goderich, C. W., 1834, sunk near Malden by steamboat Erie in 1839.

Gen. Jackson, 50, Mt. Clemens, 1834, broken up.

Jack Downing, 80, Sandusky, 1834, made into a vessel.

Little Western, 60, Chatham, C. W., burned at Detroit in 1842.

Caroline, 80, Charleston, S. C., 1834, burned and sent over Niagara Falls in 1837.

Robert Fulton, 308, Cleveland, 1835, wrecked at Sturgeon Point, L. E., in 1844.

Columbus, 391, Huron, O., 1835, wrecked on Dunkirk piers, 1848.

Chas. Townsend, 312, Buffalo, N.Y., 1835, condemned in 1849.

United States, 366, Huron, O., 1835, broken up at Buffalo.

Chicago, 166, St. Joseph, Mich., 1835, wrecked in a gale in 1842.

W. F. P. Taylor, 95, Silver Creek, 1835, once burned, afterward wreck'd on Lake Michigan, 1842.

Thames, 169, Chatham, 1833, burned at Windsor in 1838 by rebels, and rebuilt.

DeWitt Clinton, 493, Huron, O., 1836, sunk at Dunkirk in 1851.

Julia Palmer, 300, Buffalo, 1836, formerly a ship, lost on Lake Superior in 1847.

Don Quixote, 80, Toledo, 1836, wrecked on Lake Huron, 1836.

Little Erie, 149, Detroit, 1836, sunk in Lake St. Clair in 1843.

Barcelona, 102, Dunnville, 1836, formerly Princess Victoria, made into a vessel.

United, 40, Detroit, 1836, made into a barge.

St. Clair, 250, Sandusky, 1836, formerly Rhode Island, went to decay.

Cincinnati, 116, Sandusky, 1836, made a vessel, called the John F. Porter.

Illinois 1st, 755, Detroit, 1837, made a propeller barge and lost on Lake Huron in 1868.

Rochester, 472, near Fairport, 1837, made a barge, wrecked at Erie, 1852, 7 lives lost.

Madison, 630, Erie, Pa., 1837, condemned in 1849.

Cleveland 1st, 580, Huron, O., 1837, burned at Tonawanda in 1854.

Wisconsin, 700, Conneaut, 1837, sunk in Lake Erie by collision.

Erie, 497, Erie, Pa., 1837, burned off Silver Creek in 1841, 250 lives lost.

Constellation, 483, Black River, O., 1837, broken up.

Bunker Hill, 457, Black River, O., 1837, burned at Tonawanda in 1857.

Constitution, 443, Conneaut, O., 1837, broken up at Sandusky.

New England, 416, Black Rock, 1837, went to decay at Buffalo.

Milwaukee, 400, Grand Island, 1837, wrecked on Lake Michigan in 1842.

Anthony Wayne, 390, Perrysburg, 1837, exploded in 1850, broken up in 1851.

Macomb, 100, Mt. Clemens, 1837, condemned at Monroe.

Rhode Island, 164, Sandusky, 1837, once called the St. Clair.

Star, 128, Belvidere, Mich., 1837, burned at Buffalo in 1845.

Commerce, 80, Sandusky, 1837, broken up.

Mason, 33, Grand Rapids, 1837, condemned.

Great Western, 780, Huron, O., 1838, burned at Detroit in 1839, and rebuilt.

Buffalo, 613, Buffalo, 1838, made a barque in 1848, and lost on Lake Michigan.

Chesapeake, 412, Maumee, 1838, sunk in Lake Erie by collision with a vessel in 1846.

Vermillion, 385, Vermillion, 1838, burned at Huron, O., 5 lives lost.

Lexington, 263, Black River, O., condemned.

Fairport, 259, Fairport, 1838, burned at Algonac in 1844.

Red Jacket, 148, Grand Island, 1838, condemned at Detroit.

Gen. Vance, 75, Perrysburg, 1838, exploded, 9 lives lost, near Windsor, 1844.

James Allen, 258, Chicago, 1838, broken up.

Washington 2d, 380, Ashtabula, 1838, burned off Silver Creek in 1838, 60 lives lost.

G. W. Dole, 162, Chicago, 1838, sunk at Buffalo in 1856.

C. C. Trowbridge, 52, Kalamazoo, 1838, condemned at Milwaukee.

Marshall, 51, Perrysburg, 1838, broken up.

Wabash, 34, Perrysburg, 1838, broken up.

Owaskenonk, 45, Grand Haven, 1838, broken up.

Patronage, 56, St. Joseph, 1838, broken up.

Gen. Scott, 240, Huron, O., 1839, sunk in Lake St. Clair by collision in 1848.

Chatauque, 200, Buffalo, 1839, sunk at Buffalo in 1848.

Brothers, 350, Chatham, C. W., 1839, sunk in River Thames, 1846.

Kent, 180, Chatham, C. W., 1839, sunk in Lake Erie by collision with steamboat London, 1845, 7 lives lost.

Huron, 140, Newport, 1839, dismantled in 1848.

Gen. Harrison, 63, Maumee, 1839, wrecked near Chicago, 1854.

Detroit 2d, 350, Newport, 1840, sunk in Saginaw Bay by collision with bark Nucleus, 1854.

Missouri, 612, Erie, Pa., 1840, converted into a propeller barge in 1868.

Waterloo, 100, Black Rock, 1840, wrecked in Georgian Bay, 1846.

Indiana, 434, Toledo, 1841, burned at Conneaut in 1848.

Ben Franklin, 231, Algonac, 1842, wrecked at Thunder Bay, 1850.

John Owen, 230, Detroit, 1842, burned on River St. Clair, 1860.

- Nile, 600, Detroit, 1843, wrecked at Milwaukee in 1840.

Union, 64, Black Rock, 1843, broken up in 1850.

Champion, 270, Newport, 1843, broken up.

Emerald, 250, Chippewa, 1844, sunk in Bear Creek in 1858.

Empire, 1,136, Cleveland, 1844, made a propeller barge, and lost in 1870 on Long Point.

Tecumseh, 259, Algonac, 1844, wrecked in 1850, formerly of Fairport.

J. Wolcott, 80, Maumee, burned 1851.

Indian Queen, 112, Buffalo, 1844, wrecked at Dunkirk in 1846, 20 lives lost.

New Orleans, 610, Detroit, 1844, formerly Vermillion, lost at Thunder Bay in 1853.

St. Louis, 618, Perrysburg, 1844, wrecked on Lake Erie in 1852.

U. S. steamer Michigan, 583, Erie, Pa., 1844, wrecked.

U. S. steamer Alert, 133, Buffalo, 1844, wrecked.

Niagara 2d, 1084, Buffalo, 1845, burned on Lake Michigan in September, 1856, 60 lives lost.

Boston, 775, Detroit, 1845, wrecked at Milwaukee, November 24, 1846.

Oregon, 781, Newport, 1845, burned at Chicago in 1849, while laid up.

Troy, 547, Maumee, 1845, wrecked at Goderich in 1860.

G. P. Griffith, 587, Buffalo, 1845, burned on Lake Erie in 1850, 250 lives lost.

Superior 2d, 507, Perrysburg, 1845, wrecked on Lake Superior, 35 lives lost, in 1856.

Astor, 200, Green Bay, 1845, condemned.

London, 456, Chippewa, 1845, made a bark called Oliver Lee, wrecked in 1857.

Helen Strong, 253, Monroe, 1845, wrecked near Barcelona in 1847, 2 lives lost.

Romeo, 180, Detroit, 1845, made a ferry boat in 1858 and taken to Toledo.

Albany, 669, Detroit, 1846, wrecked at Presque Isle, Lake Huron, in 1853.

Hendrick Hudson, 759, Black River, O., 1846, burned at Cleveland in 1860.

Louisiana, 900, Buffalo, 1846, wrecked at Port Burwell in 1857.

Saratoga, 800, Cleveland, 1846, wrecked at Port Burwell in 1854.

Canada, 800, Chippewa, 1846, made a bark and lost on Lake Michigan in 1855.

Islander, 73, Kelley's Island, 1846, sunk at St. Clair Flats by ice in 1861.

Baltic, 825, Buffalo, 1847, made a barge in 1863.

Sultana, 800, Trenton, 1847, made a barge, and wrecked in 1858.

A. D. Patchin, 870, Trenton, 1847, wrecked at Skillagalee in 1850.

Baltimore, 500, Monroe, 1847, wrecked at Sheboygan in 1855.

Diamond, 336, Buffalo, 1847, broken up at Detroit in 1860.

Pacific, 500, Newport, 1847, made a barge, and lost on Lake Michigan in 1867.

Ohio 2d, 600, Cleveland, 1847, dismantled at Erie in 1859.

Sam Ward, Newport, 1847, made a barge, and running yet.

Southerner, 500, Trenton, 1847, wrecked on Lake Erie in 1863.

Arrow, 350, Trenton, 1848, condemned in Green Bay in 1863.

Alabama, 600, Detroit, 1848, sunk near Buffalo in 1854.

Franklin Moore, 300, Newport, 1848, broken up in 1862.

J. D. Morton, 400, Toledo, 1848, burned on River St. Clair in 1863.

Empire State, 1,700, St. Clair, 1848, made a dry dock at Buffalo in 1858.

Queen City, 1,000, Buffalo, 1848, made a barge, and lost on Lake Huron in 1866.

Globe, 1,200, Detroit, 1848, converted into a propeller.

Columbia, 167, Fairport, 1848, wrecked on Lake Huron in 1866.

Charter, 350, Detroit, 1848, made a propeller, and lost in 1854 on Lake Erie.

Albion, 132, Maumee City, 1848, broken up in 1865.

John Hollister, 300, Perrysburg, 1848, burned on Lake Erie, re-built, and lost on Lake Huron.

Atlantic, 1,100, Newport, 1849, sunk at Long Point by collision, 150 lives lost.

Mayflower, 1,300, Detroit, 1849, wrecked at Point au Pelee in 1854.

Keystone State, Buffalo, 1849, foundered on Saginaw Bay in 1861, 33 lives lost.

Telegraph, 101, Truago, Mich., 1849, sunk by collision with schooner Marquette, 1859, on Lake Erie.

Dart, 297, Trenton, 1859, dismantled in 1866.

Dover, 81, Port Dover, 1855, wrecked near Port Dover in 1859.

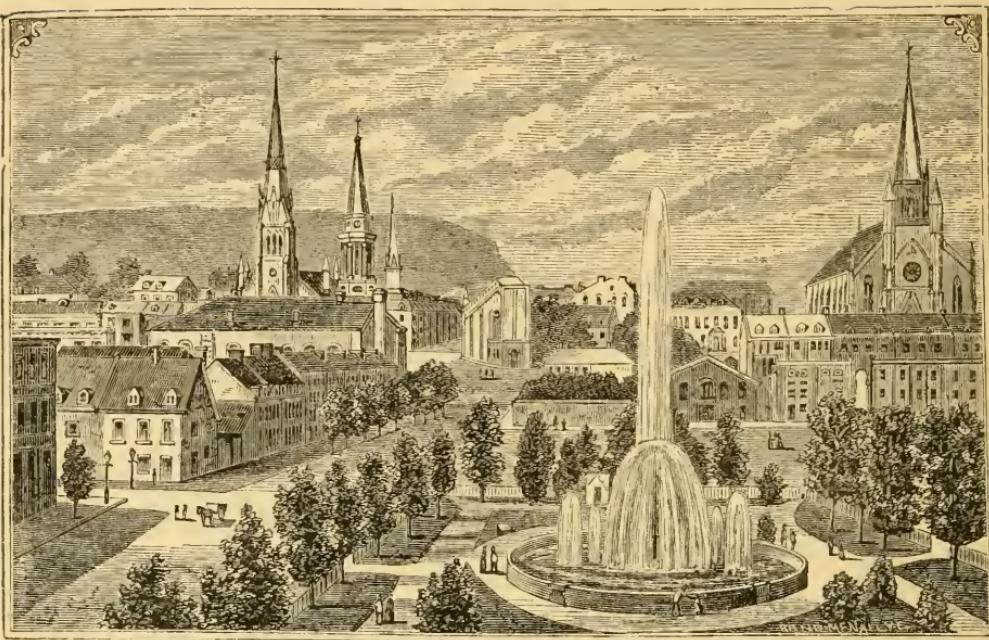
Ocean, 900, Newport, 1859, made into a barge in 1867.

Fox, 162, Buffalo, 1859, burned at Newport, Mich., in 1863.

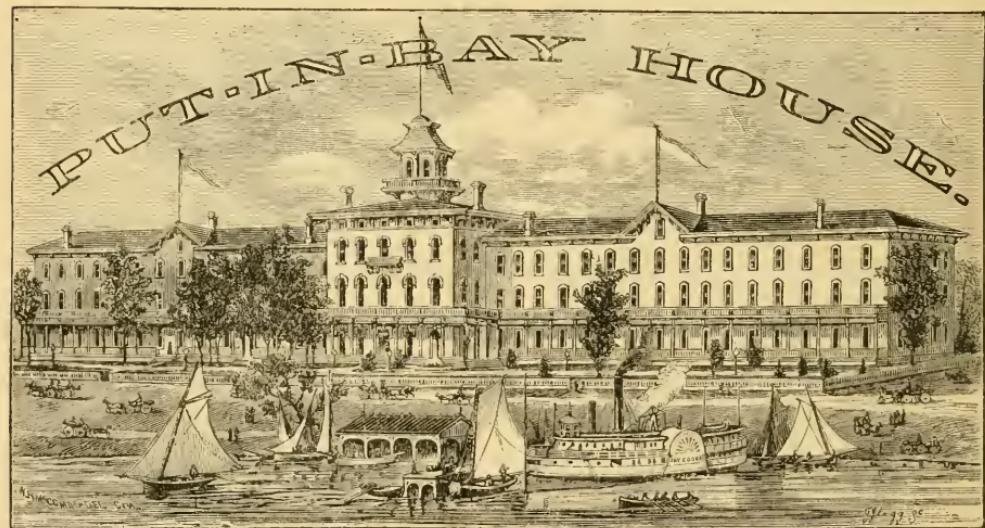
Gore, 149, Lake Ontario, 1859, dismantled at Detroit.

May Queen, 688, Trenton, 1859, burned at Milwaukee in 1866.

Arctic, 857, Newport, 1851, stranded on Lake Superior in 1860, at Huron Island.



Chicago to Quebec—View of Victoria Square, Montreal.



Chicago to Quebec—Steamboat Landing, Put-in Bay.

Ruby, 251, Newport, 1851, broken up at Saginaw.

Bay City, 479, Trenton, 1851, wrecked at the Clay Banks in 1862.

Buckeye State, 1,274, Cleveland, 1851, burned at Buffalo, dismantled in 1857.

Northerner, 514, Cleveland, 1851, sunk in 1856 by collision with steamboat Forest City on Lake Huron.

Swan, 166, Detroit, 1851, burned at Toledo in 1852, and at Algonac in 1854.

Pearl, 251, Newport, 1851, broken up in 1869.

Plough Boy, 450, Chatham, 1851, re-named the T. F. Parks, burned in 1870 at Detroit.

Mazeppa, 250, Lake Ontario, 1851, wrecked on Lake Huron in 1856.

Minnesota, 749, Maumee, 1851, wrecked at Summer's Island, Green Bay, 1861.

Caspian, 1,050, Newport, 1851, wrecked at Cleveland pier in 1852.

Lady Elgin, 1,037, Buffalo, 1851, sunk by collision with schooner Augusta on Lake Michigan in 1860, 400 lives lost.

Iowa, 981, Buffalo, 1852, made a propeller, and finally a barge in 1868, lost in 1869.

Cleveland 2d, 574, Newport, 1862, wrecked at Two Heart River, Lake Superior, in 1864.

Golden Gate, 771, Buffalo, 1852, wrecked at Erie in 1856, 1 life lost.

Huron 2d, 348, Newport, 1852, in commission.

Traveller, 603, Newport, 1852, burned at Chicago in 1854, and at Eagle Harbor in 1865.

Michigan 2d, 642, Detroit, 1847, made a barge, and lost on Lake Erie in 1869.

Crescent City, 1,740, Buffalo, 1853, dismantled in 1859.

Queen of the West, 1,851, Buffalo, 1853, dismantled in 1859.

Mississippi, 1,829, Buffalo, 1853, dismantled in 1862.

St. Lawrence, 1,844, Buffalo, 1853, made a bark, and wrecked at Buffalo in 1863.

E. K. Collins, 950, Newport, 1853, burned at mouth of Detroit River in 1854, 23 lives lost.

Ariel, 165, Sandusky, 1853, burned opposite Belle Isle, Detroit River, in 1868.

Garden City, 450, Buffalo, 1853, wrecked near Detour in 1854.

Canadian, 389, Chatham, 1853, broken up in 1868.

Kaloolah, 450, Buffalo, 1853, wrecked at Saugeen in 1862.

J. Whitney, 238, Saginaw, 1853, made a barge in 1867.

Northern Indiana, 1,470, Buffalo, 1853, burned on Lake Erie in 1856, 56 lives lost.

Southern Michigan, 1,470, Buffalo, 1853, dismantled.

Forester, 504, Newport, 1853, dismantled in 1865, made a barge.

Plymouth Rock, 1,991, Buffalo, 1854, dismantled in 1857.

Western World, 1,000, Buffalo, 1854, dismantled in 1857.

North Star, 1,106, Cleveland, 1854, burned in February, 1862, at Cleveland.

Illinois 2d, 826, Detroit, 1854, made a barge in 1869, and lost same year on Lake Huron.

R. R. Elliott, 321, Newport, 1854, dismantled in 1866 and made a barge.

Clifton, 247, Chippewa, 1854, dismantled in 1866 at Owen Sound.

Forest Queen, 462, Newport, 1855, dismantled in 1866 and made a barge.

Planet, 1,164, Newport, 1855, dismantled in 1866 at Manitowoc, and made a barge.

Island Queen, 173, Kelley's Island, 1855, in commission.

Amity, 217, Chatham, 1856, wrecked on Long Point in 1867.

Magnet, 256, Saginaw, 1856, in commission.

Western Metropolis, 1,860, Buffalo, 1856, made a bark, and wrecked on Lake Michigan in 1864.

City of Buffalo, 2,000, Buffalo, 1857, made a propeller, and burned at Buffalo.

City of Cleveland, 788, Buffalo, 1857, made a barge, and lost on Lake Erie in 1868.

Princess, 109, Algonac, 1858, broken up in 1869.

Olive Branch, 89, Detroit, 1858, broken up.

Gazelle, 422, Newport, 1858, wrecked at Eagle Harbor, 1870.

Sea Bird, 638, Newport, 1859, burned on Lake Michigan in 1868, 72 lives lost.

Detroit (steamship), 1,113, Buffalo, 1839, made a propeller in 1871.

Milwaukee, 1,113, (steamship), Buffalo, 1859, wrecked at Grand Haven in 1868.

Bonnie Boat, 125, Huron, O., 1859, wrecked at Kincardine in 1869.

Comet, 385, Newport, 1860, in commission.

Philo Parsons, 221, Algonac, 1861, at Chicago.

Sunbeam, 398, Manitowoc, 1861, foundered on Lake Superior in 1863, 21 lives lost.

Bruce, 100, Goderich, 1862, broken up.

Emerald 2d, 249, Algonac, 1862, in commission at Saginaw.

Morning Star, 1,141, Trenton, 1862, sunk in Lake Erie in July, 1862, by collision with bark Cortland, 32 lives lost.

Sarah Van Epps, 179, Fort Howard, 1862, in commission.

Susan Ward, 359, Detroit, 1862, made a barge in 1870.

Young America, 89, Algonac, 1862, in commission.

Stephen Clement, 602, Newport, 1863, made a barge in 1869.

Heather Bell, 149, Detroit, 1863, in commission.

Reindeer, 320, Saginaw, 1863, in commission.

Silver Spray, 269, Port Dalhouse, 1864, in commission.

W. J. Spicer, 446, Port Sarnia, 1864, Grand Trunk Ferry.

L. G. Mason, 139, Grand Rapids, 1864, at Saginaw.

George Dunlap, 358, Green Bay, 1864, plying on Green Bay.

C. W. Reynolds, 171, Toledo, 1864, plying at Saginaw.

J. B. Smith, 141, Algonac, 1864, plying at Detroit.

Wave 2d, 159, Algonac, 1864, plying at Saginaw.

Keweenaw, 635, Marine City, 1865, plying to Lake Superior.

City of Toledo, 362, Toledo, 1865, plying on Lake Michigan.

Waubuno, 180, Port Robinson, 1865, plying on Georgian Bay.

Minnie (flat), 242, Saginaw, 1865.

Gen. Sheridan, 100, Cleveland, 1865.

W. R. Clinton, 395, Marine City, 1866, plying to Saginaw, Capt. P. Kenyon.

City of Sandusky, 432, Sandusky, 1866, plying on Saginaw Bay.

Orion, 636, Manitowoc, 1866, plying on Lake Michigan.

Saginaw, 563, Marine City, 1866, plying on Green Bay.

Evening Star, 342, Saginaw, 1866, plying at Sandusky.

Mackinaw (flat), 191, Detroit, 1866, plying on the river.

Alpena, 617, Marine City, 1866, plying on Lake Michigan.

Marine City, 573, Marine City, 1866, plying to Mackinaw.

R. N. Rice, 1,030, Detroit, 1866, partially destroyed by fire while lying at her dock, Detroit, 1877. Cleveland, Capt. McKay.

Great Western, 1,200, Windsor, 1866 iron ferry steamer at Detroit.

Union, 1,000, Windsor, 1866, ferry for railroads at Detroit.

Frances Smith, 625, Owen Sound, 1867, plies to and from Owen Sound.

Manitowoc, 773, Manitowoc, 1867, plies on Lake Michigan.

Northwest 1,100, Manitowoc, 1867, plies to Cleveland, Capt. Viger.

Dominion, 221, Wallaceburg, 1868,

plies to Chatham, Capt. Steinhoff.

Jay Cooke, 450, Detroit, 1868, plies to Sandusky, Capt. Goldsmith.

Dove, 427, Trenton, 1868, plies to Malden, Capt. Sloan.

J. K. White, 80, Cleveland, 1868, plies to Toledo.

Ivanhoe, 223, Buffalo, 1869, plies Niagara River.

Manitoba, 800, Port Robinson, 1871, plies to Collingwood and Lake Superior.

Cumberland, 750, Port Robinson, 1871, plies to Collingwood and Lake Superior.

North Star, 300, Green Bay, 1871, plies on Green Bay route.

There were several others which plied to and from Detroit, of the smaller class, not noted in the above. The following brief mention of steamers was omitted in the foregoing: The Cynthia, a small steamer plying between Chatham and Malden, was burned near the latter port in 1838. The O. H. Perry (small), burned at Sandusky in 1869. The J. P. Ward, one hundred and sixty-seven tons, built at Detroit in 1857, burned at Bay City in 1865, and her bottom built into a vessel. The steamers Reindeer and Freetrader (both pollywogs), Canadian boats, were lost in 1857. The former was wrecked at Big Point Au Sable, Lake Michigan, and twenty-three lives lost; the latter was burned at Port Stanley, C. W. The Fremont was burned at Sandusky in 1858. The Sebastopol, built at Cleveland in 1854 or '55, was wrecked at Milwaukee in 1855; and the Canada 2d wrecked at Bar Point, Lake Erie, and was burned previously on River St. Clair, in 1855. The steamer America, built at Port Huron, and about six hundred tons, was wrecked on the rocks at Dunkirk, in 1854. The steamer Bruce Mines foundered on Lake Huron, and one life was lost. The Belle, a small boat built at Buffalo, and first commanded by Captain Frank Perew, was wrecked on Georgian Bay, in 1852. The Telegraph No. 2, formerly a lower lake boat, was burned at the head of Lake Erie, in 1852; and a Canadian steamer, the Queen Victoria, wrecked at the head of Niagara river, in 1851. A steamer called the Atlas was wrecked near Grand River, C. W., in 1851, and the Wave 1st, built at Detroit, wrecked near the same place, same year. The Colonel Crockett was lost near St. Joseph, in 1834. Of her career we know nothing; she was of the smaller class. The Mazeppa 2d was brought from Lake Ontario in 1856, and was shortly after wrecked on Lake Huron. In 1847, a steamer called the Experiment, brought from Lake Ontario, navigated Lake Erie, and was broken up on the Detroit river a few years since. In 1848, the Dispatch came from

the lower lake, and plied on Lake Erie, and eventually became a tug on the rivers. She was broken up at Chatham, in 1860.

The introduction of propellers on the northern lakes was first inaugurated by the arrival on Lake Erie, early in 1842, of the *Vandalia*, a sloop-rigged craft, built at Oswego, and one hundred and fifty tons burden. Since that date upward of seven hundred have been set afloat on the upper and lower lakes. In 1842, the *Chicago* and *Oswego*, each one hundred and fifty tons burden, were built at Oswego. The first built upon the upper lakes were the *Hercules* and *Sampson*, the former at Buffalo and the latter at Perrysburg; the *Hercules* was two hundred and seventy-five tons, the *Sampson* two hundred and fifty tons burden. The *Emigrant* came out same year at Cleveland, two hundred and seventy-five tons, and the *Independence* at Chicago, two hundred and sixty-two tons. The *Racine* and *New York* also came out that year at Oswego. In 1844, the *Porter*, three hundred and ten tons, at Buffalo. In 1845 were the following: The *Syracuse*, of Oswego; *Henry Clay*, of Dexter; *Ireland*, of Kingston; *Oregon*, of Cleveland; *Princeton*, of Perrysburg; *Phoenix*, of Cleveland; and *Detroit*, of Detroit. The tonnage of these last named was from three hundred to four hundred tons. In 1846 the following were commissioned: The *James Wood*, of Dexter; *Genessee Chief*, of Rochester; *Milwaukee*, formerly *Vandalia*, of Oswego; *Ontario*, of Rochester; *Pocahontas*, of Buffalo; *California*, of Buffalo; *St. Joseph*, of Buffalo; *Earl Cathcart*, of Malden; *Queen of the West*, of Malden; *Lady of the Lake*, of Cleveland; *Oneida*, of Cleveland; *Goliah*, of Palmer, Mich.; *Delaware* of Black River, O.; *Globe*, of Maumee City; *Odd Fellow*, of Grand River, Mich.; and *Cleveland*, of Cleveland. The tonnage of these boats ranged about the same as the last named. In 1847, the *Paugasset*, *Manhattan* and *Boston* were all commissioned at Cleveland; tonnage, respectively three hundred and twenty, three hundred and thirty and three hundred and fifty. In 1848 the *Gen. Taylor*, *Sandusky*, *Montezuma* and *Charter Oak* came out at Buffalo (the latter previously a vessel); the *Republic*, *Monticello* and *Ohio*, at Cleveland. The following propellers have passed out of existence. There being several years during which no lake records were published, we make no attempt to furnish complete details:

Goliah, burned on Lake Huron in 1848, and 18 lives lost.

Monticello, wrecked on Lake Superior in 1851.

Henry Clay, cargo of flour, rolled over in Lake Erie in 1851.

Vandalia (Canadian), sunk by collision with schooner *Fashion* in Lake Erie in 1851.

Ireland, burned on the St. Lawrence River in 1852.

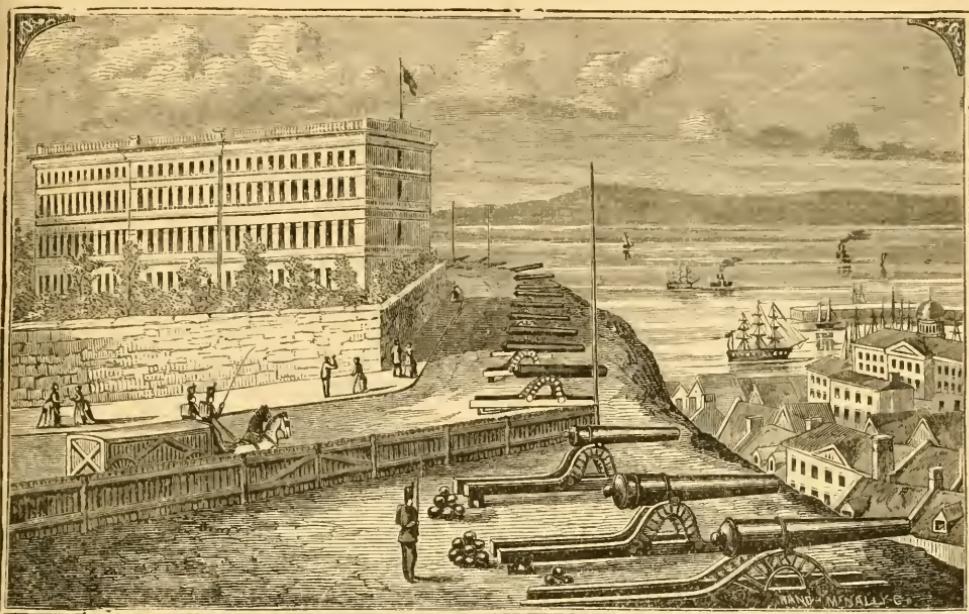
City of Oswego, sunk by collision with steamboat *America* on Lake Erie in 1852.

Sampson, cargo of flour, wrecked near Buffalo in 1852.

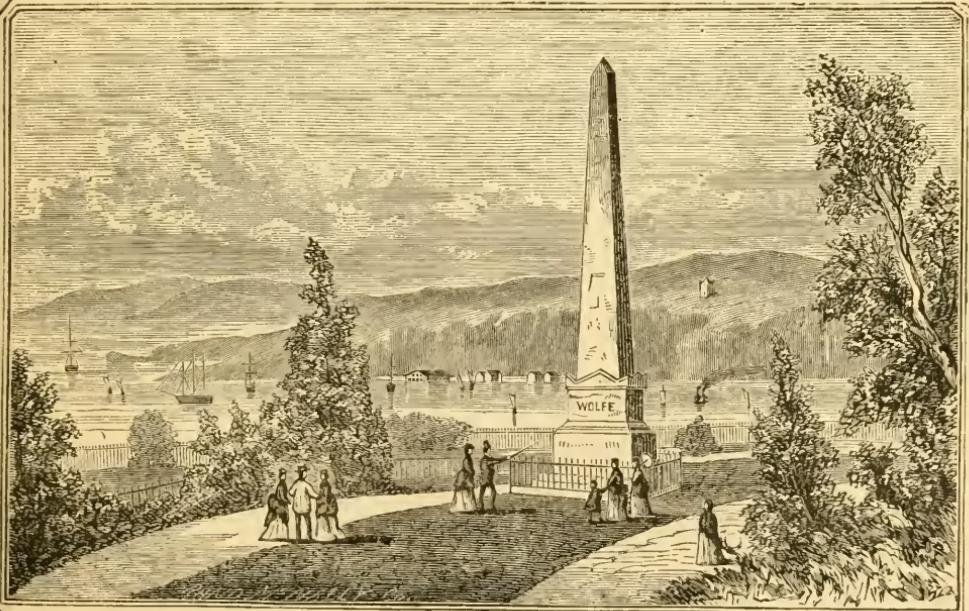
Oneida, cargo of flour, capsized off Erie in September, 1852, all lost, 19 lives.

James Wood, cargo of flour, wrecked at Ashtabula in 1852.

Genessee, burned at Rochester, L. O., in 1852.



Chicago to Quebec—Laval University and Grand Battery, Quebec.



Chicago to Quebec—Wolfe's Monument, near Quebec.

Princeton, cargo of merchandise, sunk off Barcelona in 1854.

H. A. Kent, burned off Gravelly Bay, Lake Erie, in 1854.

Bucephalus, foundered on Saginaw Bay in 1854, 10 lives lost.

Boston, sunk by collision with a vessel on Lake Ontario in 1854.

International, burned at Black Rock, N. Y., in 1854.

Cincinnati, went ashore in a gale at Point au Barque in 1854.

Westmoreland, foundered near the Manitou, Lake Michigan, in 1854, 17 lives lost.

Rossiter, lost in a gale at head of Lake Michigan in 1855.

Charter Oak, foundered in Lake Erie in 1855, 11 lives lost.

Delaware, wrecked in a gale at Sheboygan in 1855, 10 lives lost.

Fintry, exploded off Port Stanley in 1856, 10 lives lost.

Forest City, sunk in Lake Michigan by collision with schooner Asia in 1855.

Oregon, exploded head of Detroit River in 1855, 17 lives lost.

Independence, wrecked at the Sault in 1853.

Lord Elgin, wrecked on Lake Ontario in 1856.

St. Joseph, ashore and total loss at Fairport in 1856.

Sandusky, ashore at Conneaut in 1856.

J. W. Brooks, foundered on Lake Ontario in 1856, all lost—22 lives.

Phoenix, burned on Lake Michigan November, 1856, 190 lives lost.

B. L. Webb, burned on Lake Superior in 1856, 1 life lost.

Brunswick, foundered on Lake Michigan in 1856, 1 life lost.

Finto, burned at Kingston, Lake Ontario, in 1856.

Charter, wrecked in a gale at Fairport in 1856.

Paugassett, burned at Dunkirk in 1856.

Protection, sunk by steamer Boston, on River St. Lawrence, 1856.

Toledo 1st, foundered at her anchors off Port Washington, 1856, 42 lives lost.

Falcon, burned at Chicago in 1856.

Louisville, burned off Chicago in 1857, 1 life lost.

Republic, burned at Sandusky, 1857.

Oliver Cromwell, sunk in the Straits by collision with the schooner Jessie in 1857.

City of Superior, wrecked at Eagle Harbor, 1857.

Napoleon, wrecked at Saugeen, Lake Huron, in 1857.

St. Nicholas, wrecked at Sleeping Bear in 1857.

Forest City, burned at Port Stanley, C. W., in 1858.

Indiana, sunk in Lake Superior in 1858.

North America, burned at St. Clair Flats in 1858.

Ontario, went to California in 1850.

Manhattan, wrecked at Grand Marias River, Lake Superior, in 1859.

Oriental, cargo of provisions, lost on Skillagalee, with 2 wrecking pumps, in 1859.

Troy, foundered with cargo of wheat on Lake Huron in 1859, 23 lives lost.

Ohio, exploded and sunk off Erie in 1859, 2 lives lost.

Milwaukee, sunk by collision with schooner J. H. Tiffany in 1859, near Skillagalee.

Lady of the Lakes, exploded and sunk in Lake Erie in 1859, 2 lives lost.

Peninsula, wrecked on Lake Huron in 1853.

M. B. Spaulding, burned at Forester, L. H., in 1860, bottom made into a vessel.

Mount Vernon, exploded on Lake Erie in 1860, 2 lives lost.

Globe (formerly side wheel), exploded at Chicago in 1860, 16 lives lost.

Wabash Valley, stranded at Muskegon in 1860.

Decotah, wrecked at Sturgeon Point, L. E., in 1860, and all lost, 35 lives.

Jersey City, lost by same storm, with 19 lives.

Ogontz, converted into a vessel in 1860.

Cataract, burned off Erie, Pa., in 1861, 4 lives lost.

L. L. Britton, stranded off Calumet, Lake Michigan, in 1861.

Banshee, sprung a leak and sunk off South Bay, Lake Ontario, in 1861, 1 life lost.

Oshawa, went ashore at South Bay, Lake Ontario, in 1861.

Gen. Taylor, wrecked at Sleeping Bear, Lake Michigan, in 1862.

Bay State, sunk in Lake Ontario in 1862, all hands lost, 22 lives.

Pocahontas, wrecked at Long Point, Lake Erie, in 1862.

Euphrates, wrecked on Sandusky Bar in 1862.

C. Mears, sunk by collision with propeller Prairie State in Lake Michigan in 1862.

B. F. Bruce, burned near Port Stanley, Lake Erie, in 1862.

California, wrecked on Gull Island Reef, Lake Erie, in 1862.

Jefferson, dismantled at Cleveland in 1863.

Detroit 1st, dismantled and made a barge in 1863.

Globe 1st, burned and sunk in Saginaw Bay in 1863, resurrected and made a barge.

Vermont, sunk in Lake Erie by collision with propeller Marquette in 1863.

Water Witch, lost in Lake Huron, with all hands, in 1863, 20 lives lost.

Nile, exploded at Detroit dock in 1864, 6 lives lost.

Racine, burned off Rond Eau, 1864, bottom made a bark, 9 lives lost.

Sciota, sunk in Lake Erie by collision with propeller Arctic, in 1864, 9 lives lost.

Ogdensburg, sunk in Lake Erie by collision with schooner Snowbird in 1864.

Kenosha, burned near Sarnia in 1864.

Pewabic, sunk in Lake Huron by collision with propeller Meteor in 1864, 100 lives lost.

Illinois, sunk at Point au Pelee by collision with propeller Dean Richmond in 1865.

Stockman, burned at Bear Creek in 1865.

Brockville, wrecked at Big Point au Sable, Lake Michigan, in 1865, 3 lives lost.

City of Buffalo, burned at Buffalo in 1866.

Mary Stewart, wrecked at Grand Haven, 1866.

Whitby, lost on Lake St. Francis, 1866.

F. W. Backus, burned at Racine, 1866.

Wisconsin, burned on Lake Ontario, 1867, 50 lives lost.

Acme, wrecked in gale off Dunkirk, 1867.

North, burned on River St. Clair, 1867.

Antelope, burned at Buffalo, 1867, made a steam barge.

Portsmouth, wrecked on Middle Island, Lake Huron, 1867.

Owego, wrecked off Barcelona, 1867, 5 lives lost.

Sunnyside, wrecked at Pine River, Mich., 1867.

Genesee Chief, burned at Detroit, 1868, made a barge.

Gov. Cushman, exploded at Buffalo, 1868, 12 lives lost.

River Queen, burned at Marine City, 1868, made a tug.

Hippocampus, burned on Lake Michigan, 1868, 26 lives lost.

Perseverance, burned on Lake Ontario, 1868, 14 lives lost.

Congress (formerly Detroit 2d), wrecked at Thunder Bay, 1868.

Queen of the Lakes, burned at Marquette, 1869.

Boscobel, burned on River St. Clair, 1869, 3 lives lost, built up from bottom into schooner, owned by Com. E. Allen, Algonac.

Forest Queen, sunk by ice off Clay Banks, 1869.

Omar Pasha, burned at Muskegon, 1869.

Avon, wrecked at Presque Isle, Lake Huron, 1869.

Hunter, sunk by collision with propeller Comet in Detroit River, 1869.

Belle, burned off Port Washington, 1869, 2 lives lost.

Colonist, sunk in Lake Huron, with valuable cargo, 1869.

Equator, wrecked at North Manitou, Lake Michigan, 1869.

Free State, wrecked on Graham Shoals, 1871, valuable cargo.

Anna Horton, wrecked at Kincardine, 1871.

R. G. Coburn, founded on Saginaw Bay, 1871, valuable cargo, 42 lives lost.

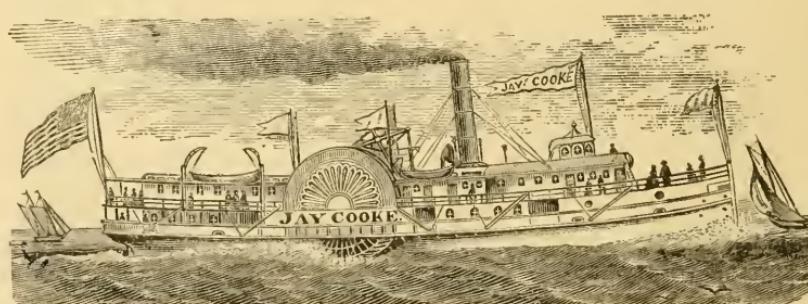
Navarino (new), burned at Chicago, 1871.

Evergreen City, wrecked at Long Point, 1871.

Alex. Watson, burned on River St. Clair, 1871.

J. Barber, burned on Lake Michigan, 1871, 2 lives lost.

From the foregoing, which, as previously stated, mentions those only which have become extinct, and by no means includes all, owing to absent records, including 1870, of which no report was given. In the foregoing we omitted to give the Independence, wrecked on Lake Superior in 1853. From the above exhibit, it appears there were forty-five propellers burned, ten lost with all hands, seven exploded, and one hundred and twenty total losses, besides five hundred and forty-four lives lost.



EARLY LAKE NAVIGATORS

OUR brief narrative of marine events would by no means be complete without at least a passing notice of the lake navigators of earlier times, many if not nearly all now gone to their final rest. We much regret our inability to present this portion of the work in complete detail, but owing to the incompleteness of the records of lake events in the past, we must content ourselves by giving an abstract.

The steamboat men of the earlier times are at present limited to a comparative few, many having died within the past few years. Below we give a list of the names of some who were most prominent as navigators and shipping men generally; many of them are still with us, but the names of some long since departed will be recognized by the readers of these pages. The command of the first steamer, the Walk-in-the-Water, devolved on Capt. Job Fish, an imported man from the East, whose knowledge of lake navigation did not extend very far, and who resigned his post on encountering the first gale, which occurred on his third or fourth trip, and delivered over the safe management of the vessel to John Davis, his mate, before reaching port. Jedediah Rogers subsequently commanded her to the close of her career. The Superior, being the second steamer on the lakes, was placed in command of Capt. Roger Sherman, who, although imported, as was the case of Fish, proved himself equal to the position, and continued as master of the same boat two or more seasons, when he returned from whence he came. Capt. W. T. Pease, who comes next on the list, commanded respectively the Niagara 1st, Pioneer, Superior, Niagara 2d, and others at a latter period, including the Boston. He was also at one time master of the schooner Michigan, which subsequently was sent over Niagara Falls. He is yet living and a resident of Buffalo. Capt. L. H. Cotton commanded the first steamer that ever towed a vessel up the Fort Erie Rapids, the steamer being the Monroe, and the vessel the ship Milwaukee. Capt. C. also, during a very lengthy and popular career, was master of the steamers Ohio 1st, Pennsylvania, D. Webster, Oregon, Baltic, Anthony Wayne, and latterly the mammoth steamer Western World. At an early period of his life, in 1835 if we mistake not, he fitted out the brig Queen Charlotte, which, during the war of 1812, was captured from the British, and for many years lay sunk at Erie, Pa. Capt. David Wilkeson, commenced (as did those previously named, except Sherman and Fish) his career in command of sail vessels. We learn of his commanding the schooners Eagle and Gurriere, his first steamer being the Commodore Perry, of which he remained master until the close of her career, when himself and others caused to be

built the Superior 2d, which he commanded for several years. Capt. C. L. Gager, is also among our early lake men, and was with Capt. Levi Allen, James Harrington, Loring Pierce, and John Kimberly on the Walk-in-the-Water as seamen comprising her crew. He was absent from the lakes for several years, and on his return bought the steamer Red Jacket and sailed her, then the Gen. Porter, which he converted into a propeller, and afterwards the Albany. Capt. Walter Norton, many years deceased at Buffalo, was among the early pioneers, and first commanded sail vessels, among which was the schooner Michigan already alluded to. He sailed the steamers Henry Clay, Gen. Porter and Michigan. Capt. Geo. Miles commanded vessels for several years, among others the Erie, which during a fearful gale got dismasted on Lake Erie and came near being lost with all hands. He afterward sailed the steamboat Enterprise somewhere in the years 1834-5, and died, we believe, several years since at Erie. Capt. John F. Wight commanded the Wm. Penn, and subsequently the Chicago. He died some years since at Erie. Capt. Harry Whittaker was not only prominent as a steamboat navigator, but also a builder of steamboats, and through the intrigues of others has had his fortune wrecked on more than one occasion. At an early day he sailed the schooner Marie Antoinette, then the steamers North America, Monroe, United States and A. D. Patchin. What was never previously nor since achieved, he navigated with the steamer United States throughout the winter of 1845, between Buffalo and Detroit. Capt. Morris Tyler was also a vessel man at the first, and in 1831-2 sailed the schooner Cincinnati, and others previous to that time. He also commanded the steamers Ohio 1st, Dan. Webster and James Allen. He last sailed the brig Columbia, which he built and owned. He died at his residence in Lower Sandusky somewhere about the year 1845. Capt. John Fleeharty commanded vessels at first, then steamers Wm. Peacock and Pennsylvania, and on his retirement went into the forwarding business at Huron, Ohio, and subsequently at Buffalo, where he died a few years since. Capt. Chesley Blake died at Milwaukee, with cholera, in 1849. He commanded the schooners Hannah, Napoleon and others; also, steamers Niagara, Michigan and Illinois. Capt. Augustus Walker was probably one of the most prominent navigators in aiding and furthering steamboat interests that ever sailed the lakes. He built the steamers Sheldon Thompson, Washington 1st, Columbus and Great Western, and first commanded the steamer United States, and subsequently the others herein named. The Western was the first steamer on the lakes provided with upper cabins. Capt. W. died at Buffalo, in 1865, aged 65. Capt. Levi Allen, one of the most popular lake men throughout his sailing career, commanded respectively the steamers United States, Superior, Pennsylvania, Buffalo and Niagara 2d. He still resides at Buffalo, N. Y. Captain Archibald Allen died several years since, at Black Rock, N. Y. Among other craft he commanded during his time were the steamers Michigan and Nile. Capt. Simeon Fox will be remembered by many acquainted with early lake events. He

served on board sail craft the greater part of his time, and at one period sailed the schooner Amaranth. He also commanded the steamboats Charles Townsend and Chautauque, the latter when plying between Buffalo and Barcelona. He died at Buffalo, N. Y., many years since. Capt. Peter Shainholdts served as first officer on the steamboat Superior, along with Pease, and in the same capacity for several years on different boats. He commanded the steamer Cincinnati, between Buffalo and Chippewa, for a time, and the Charles Townsend, between Buffalo and Detroit. He died at Buffalo, somewhere in 1847 or '48. Capt. Thomas Wilkins was a man unsurpassed in popularity by any who ever came before or after him. In connection with his duties, he always maintained the strictest sobriety in the performance of the same. He was the popular commander of the steamers Wm. Peacock, Thos. Jefferson, and Missouri, and after retiring from the lakes served faithfully for several years, and up to the time of his decease, as Collector of Customs at Erie, Pa. He died in 1870. Capt. Sam. Chase, long since dead, commanded in his day the steamer Ohio 1st, also the Gov. Marcy and the Monroe. Capt. Charles Burnett (familiarly known as Buck Burnett) commanded the steamers Ohio 1st and the New England. He also in earlier times commanded vessels. After his retirement from the lakes he was appointed Harbor Master at Buffalo, and proved an excellent officer. He died, like most all sailors, very poor. Capt. James Lundy commenced his career on board sail vessels, and, among others, we remember his connection with the schooners Detroit, Maria and others; also, steamers Pennsylvania, Cleveland 1st, Uncle Sam, Constellation, Rochester, Baltic, City of Cleveland, and others we do not call to mind. He was a man of strict habits and always popular. Bob Wagstaff, as he was familiarly called, will not soon be forgotten by many. He commanded the first and finest ship ever on the lakes, the Julia Palmer, in 1836. He was also a steamboat man for many years of his life, and not long since died in New York. Capt. Charles C. Stannard commanded the brig Ramsay Crooks, on Lake Superior, also the steamboats Niagara, Bunker Hill and Saratoga, and died at "the bells," on board the Western World, on leaving the dock at Detroit, in 1856. Capt. A. E. Hart commanded steamers United States, Cleveland 1st, propellers Oregon and Edith. Previous to steamboating he sailed the schooner Buffalo and others. His brother, Capt. Robert Hart, deceased at Buffalo, sailed at an early day the sloop Wm. Tell and other vessels, also steamer Robert Fulton and propeller Paugassett.

The steamer Chippewa, built at Buffalo, without frames, with the shape or model of a muskmelon, was sailed by Captain Benjamin Armstrong, who also commanded the schooners Sterling and Britannia, besides other craft. Capt. G. Appleby sailed the schooner New Connecticut, which capsized in Lake Erie, and three days afterward a woman was rescued from the cabin alive, which was conceded one of the most remarkable events of the times. He also commanded the steamers North America, Constitution, Ben. Franklin and

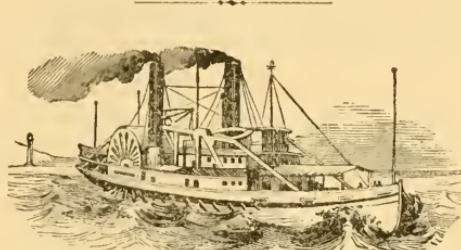
Sultana. He died at Buffalo, in 1867. Capt. Thomas J. Titus commenced his career on sail vessels, commanding the schooners Aurora, United States and others. He also sailed the steamers Ohio 1st, Sandusky, Erie, Buffalo, Queen City and Julia Palmer. His last command was that of the propeller Monticello, and while on Lake Michigan was drowned from the small boat while attempting to land. Capt. H. Van Allen was deservedly one of the most popular men navigating the lakes, in whom the qualities of the sailor and gentleman were combined. His sailing career began on the Canada side, and we remember him on board the steamers Thames, Kent, Emerald, London, Canada and Clifton; also, on the American side, on board the Mayflower and Empire State, two of the finest steamers that ever floated. The steamer Thames was also at one time commanded by Capt. G. R. Williams, plying between Buffalo and Port Stanley, C. W. Capt. S. F. Atwood ranks also among the first navigators on the lakes widely and favorably known. Besides sail vessels, he commanded at different periods the steamers Macomb, Monroe, Gen. Harrison, Troy, Arrow, T. Whitney, Parsons and others we do not at present call to mind. He is yet in excellent health, enjoying life at his island home on Lake Erie, at North Bass, where he is extensively engaged in the culture of grapes. If we have omitted already, we did not intend to, the name of Capt. J. L. Edmonds, who commanded for several years vessels and steamers. Of the latter we mention the North America, Chicago and Southerner. While in command of the latter, and after leaving Buffalo on her second trip of the season, in March, 1850, he was taken suddenly ill, causing the immediate return of the steamer to port, where he died on entering the harbor. Capt. Aaron Root sailed the schooner Amaranth, steamer Constellation in 1836, Bunker Hill in 1837, and subsequently the propeller Henry Clay. He died at Black River, O. Capt. Joel H. McQueen commanded the steamer Constellation in 1837—afterward the Sam. Ward and other boats we do not now remember. He also at one time commanded the schooner White Pigeon. Capt. John Shook sailed the schooner Cincinnati, besides other vessels, at an early period, also steamers United States and Columbus. He died at Huron, O., some years since. His brother, Capt. Jim Shook, sailed the fine clipper brig Illinois, in 1835, of the Eagle Line, when it was fashionable to have the pea jacket ornamented with the spread eagle. He also at one time commanded the propeller Sciota, besides several sail craft. He died at Huron, O., a few years since. Capt. Cliff Belden died at Cleveland in August, 1858. He commenced early on the lakes, on board of sail vessels, and one time commanded the steamboat Star. Capt. A. H. Squier sailed vessels for several years, among others the schooner Laguire, steamers DeWitt Clinton, Garden City and others. Capt. Amos Pratt, long a prominent lake navigator, will be recollected as master of the steamer Anthony Wayne, or Mad Anthony, as she was at first called. He also commanded one of the first propellers on the lakes, the Samson, in 1843, afterward the Princeton and Globe. He was a

popular seaman and gentleman. His death occurred a few years since. Capt. Wm. Dickson died at Buffalo, in 1865, aged sixty-five. He was reared on the waters, and commenced life as a ferryman between Black Rock and Fort Erie. After several years' experience on the lakes, he commanded the schooners *Sterling*, *Merchant*, *Michigan 2d*, ship *Milwaukee*, brig *Robert Hunter*, propellers *Hunter* and *Illinois*. Capt. T. J. Pheatt died at Toledo, in 1859. He came from the lower lake, and our first recollection of him is when in command of the schooner *Grant*. While on the upper lakes he commanded the steamer *Gen. Harrison*, in 1840 (log cabin times), the steamer *Indiana*, in 1842, the *Northern Indiana* and *Western Metropolis*. At the time of his decease he was managing a ferry at Toledo. Capt. John Stewart sailed, for the late Oliver Newberry, several vessels, commencing at an early period—the schooners *Marengo*, *La Salle*, brig *Manhattan* and others. Previous to his decease, which took place on the River St. Clair, he commanded the steamers *Michigan* and *Northerner*. He was universally liked. We also pay a passing tribute to the memory of other lake pioneers, among whom were Capt. Sam. Vary, who died at Sheboygan a few years since; "Ould Ned Burke," as he was widely known; Jerry Oliver, who commanded the steamer *New England*, besides sail vessels at other periods; Capts. Paine Mann, Joe Sherwood, John Kline, also Capt. John W. Webster and James Hackett. Capt. W. P. Stone, once of the steamer *Keystone State*, and favorably known, died a few years since at an hotel in New York City. Capt. Thomas Richards died while in command of the steamer *Niagara*, at Milwaukee, in 1849. Capt. G. W. Floyd came from the seaboard, and sailed the brig *Indiana* in 1837, in 1839 the steamer *Sandusky*, and in 1843 the propeller *Hercules*, after which he returned to salt water. He died in California. Capt. George E. Willoughby died at Québec a few years since. He commanded respectively the *Emerald*, *London*, *Canada*, *Ocean*, *Mayflower* and *Plymouth Rock*, and was a popular seaman.

Capt. C. H. Ludlow sailed vessels, and in 1849 commanded the steamboat *Baltic*. He also sailed the propeller *Globe*, subsequently the propeller *New York*. He died several years ago. Capt. Jacob Imson, commanded the *Hendrick Hudson*, *Diamond*, *Buckeye State* and propeller *St. Joseph*. Capt. S. Clement in 1839 sailed the schooner *Philadelphia*, and at other periods different vessels, besides the *Atlantic* and others of Ward's steamers. Capt. E. B. Ward was also at an early date a vessel man, sailing, among others, the schooner *Gen. Harrison*. The first steamboat he commanded was the *Huron*, in 1840. Subsequent events connected with the life of this popular man are too familiar for repetition here. Capt. L. B. Goldsmith is still navigating the lakes, and is now in command of the steamer *Jay Cooke*. He commenced early and promises to stay late. Capt. Fred. S. Wheeler commanded the propeller *Hercules* and steamboat *St. Louis*, and has been dead for several years. Capt. Fred S. Miller has been tossed about from an early date. There are those who will

also remember Capt. R. C. Bristol, who sailed vessels; also the steamers James Madison and Niagara 2d. His death took place not long since. Capt. D. P. Nickerson came from the seaboard, and has filled numerous important positions both on the salt and fresh waters. We remember the Captain on board the steamers Eclipse, Bunker Hill, Ohio 2d, Saratoga, and others we do not call to mind. Capt. Morris Hazard came from the east, having an experience on the rivers, if we are correctly informed. He brought out the steamer Milwaukee, at Buffalo, in 1838, and afterward commanded the Constellation, Empire State, and also sailed the Monroe. In nearly all of these steamers he held more or less interest. He died at his residence in Buffalo, in 1869. Capt. D. H. McBride died at Milwaukee, in March, 1871, after a lengthy sojourn on the lakes. He had a large experience on both sail and steam craft. The schooner Havre was the last vessel he commanded, in 1842, and the propeller Iron-sides the last steamer. He was second mate of the steamer Erie, which was burned on Lake Erie in 1841, and narrowly escaped being counted among the lost. Capt. Wm. Hinton, for several years past pilot of the U. S. steamer Michigan, was first officer of the Erie when she was burned, and met also with a narrow escape. He has served long and faithfully on board steamers, and commanded the Daniel Webster after she was changed to the Black Dan, and knows all about it. Capt. James M. Averill, an old lake man, commanded the steamer Erie (the little) in '40 or '41, and subsequently sail vessels—the Barton and others. Previous to this period the Captain was several years at sea. Capt. Heber Squier has been connected with the steamers St. Louis, Empire, City of Cleveland, propeller Oriental, and others we do not at present remember, with all of which he leaves a bright record. Capt. Jacob Traverse commanded the steamer Golden Gate, besides several sail craft. Capt. Benjamin A. Stannard, numerous sail craft. Capt. John Caldwell, who died at Cleveland in 1864, commanded, in 1836, '37 and '38, the schooner Hudson, afterwards the Henry Crevolin and Trenton. Subsequently for several years he commanded steamers to Lake Superior, and in the Northern Transportation Line. He was universally respected. Capt. B. G. Sweet dates his lake career back to 1831, sailing the schooner N. C. Baldwin in 1837-8, and took to steamboats somewhere about 1845, commanding the propeller Phoenix in 1846, burned on Lake Michigan in November of that year. He also sailed the Northerner, North Star, propeller Iron City and others. Capt. D. Howe, at one time quite prominent on the lakes, was a lower lake man, and sailed at one time the schooner Saratoga. In 1837 we find him in command of the steamer New York, which craft was bedecked with four pipes. In 1840, Capt. Howe was in command of the Chesapeake, and in 1844-5 the Empire, at that date the mammoth of the lakes. He also sailed the steamer America and others. He went to Vermont and there died, some six or eight years since. Capt. J. C. Benjamin died at Prairievile, Mich., in 1864. He sailed the steamboat Ben. Franklin in 1849, and previously sail vessels out

of Cleveland. In crossing the line, we add to those already given of Canadian captains, McIntosh, Dobson, Peter Melish, of schooners Lagrange, Wellington and Perseverance; Capt. John Young, of the schooner Hope, and others; Capt. E. H. Malloy, of the steamer Adelaide and other craft—all now deceased.



DETROIT RIVER AND ISLANDS.

The Detroit river, or strait which conveys the surplus waters of the upper lakes into Lake Erie, is one of the finest streams on the continent. It is twenty-seven miles long, and from half a mile to two miles in width. It constitutes the boundary line between the United States and Canada, and commences at the foot of Lake St. Clair, emptying itself into Lake Erie about twenty miles below the city of Detroit, which occupies an elevated position on its northern bank and immediately opposite the Canadian town of Windsor. It has a perceptible current, and is navigable for vessels of the largest class.

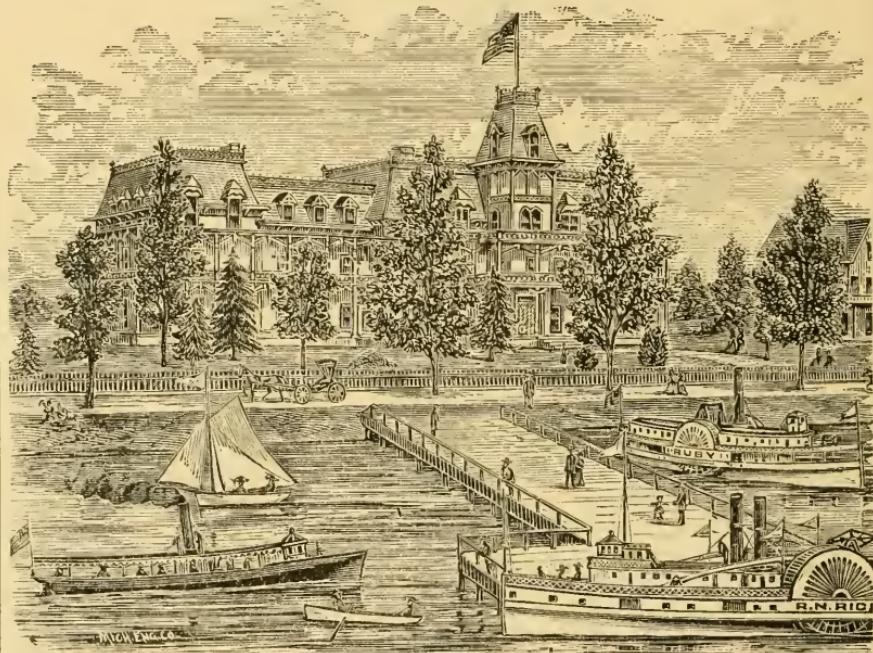
There are altogether seventeen islands in the river; their names are *Clay*, *Celeron*, *Hickory*, *Sugar*, *Bois Blanc*, *Ella*, *Fox*, *Rock*, *Grosse Isle*, *Stony*, *Fighting*, *Turkey*, *Mamny*, *Judy*, *Grassy*, *Mud*, *Belle* and *L'Île au Pêche*. The two latter are situated about two miles above Detroit, near the entrance to Lake St. Clair. *L'Île au Pêche*, belonging to the Canadian government, was the occasional home of the celebrated Indian chief Pontiac, who was styled by Parkham, in his "History of the Conspiracy of Pontiac," "the Satan of this forest paradise."

Belle Isle, which is about three miles long and two miles wide, presents a strikingly handsome appearance during the summer and fall season, being covered with a rich growth of forest trees. During the summer season it is a favorite resort for the inhabitants of Detroit and surrounding country. The other fifteen islands, most of them small, are situated below Detroit, within the first twelve miles of the river after entering it from Lake Erie. The largest of these is *Grosse Isle*. In 1776 Wm. Macomb purchased this island from the Indians, and together with a few French families was the sole occupant for many years. Fifty years ago this beautiful spot was a favorite resort for the youth of Detroit, who heartily enjoyed a moonlight drive over the frozen river to enjoy a 'hop' beneath the low-roofed homesteads of *Grosse Isle*. This island is nine miles long and two broad, and contains about six thousand acres of highly productive land. As is the case with the islands of Put-in-Bay, the surrounding water so modifies the climate that grapes, peaches and other fruit yield most prolific crops. Edward Lyon, Esq., one of the proprietors of the Michigan Exchange, Detroit, has an extensive vineyard of Delawares, Ionas and Concords, in the cultivation of which he takes great pride. Several handsome private residences have of late years been built on the south side of the island, mostly by the gentry of Detroit.

An epilogue, written for a play at the Lyon Opera House, by a distinguished gentleman of Detroit, thus compliments Grosse Isle:

" We like the Island and we like the people,
We like the little church without a steeple;
Also the Dove, like that of Noah's ark,
Which, sent out in the morning, is always home by dark.
We view this Lyon Opera house with pride,
Which draws the people from the other side—
From Trenton, from Detroit, and Wyandotte,
And e'en from Malden, where a Queen they've got;
They all are drawn to this most charming spot."

Father Hennepin, who was a passenger on the Griffin, the first vessel that crossed Lake Erie, in his description of the scenery along the route, says: "These islands are the finest in the world; the strait is finer than Niagara; the banks are vast meadows, and the prospect is terminated with some hills covered with vineyards, trees bearing good fruit, and groves and forests so well disposed, that one would think nature alone could not have made, without the help of art, so charming a prospect."



THE ALEXANDER HOUSE, GROSSE ISLE.

Dr. Charlevoix, writing in 1721, says: "These islands seem placed on purpose for the prospect. The land is of wonderful fertility, and the rivers and lake abound in fish. Nature seems to have denied it nothing that can make a country attractive. There are meadows, fields, lofty forests, and rivers, all so happily blended as to equal the most romantic wishes."

It is, therefore, not at all surprising that with the advancement of civilization and the accumulation of wealth in this delightful region, modern enterprise should have selected Grosse Isle as a summer resort for the inhabitants of the prosperous cities of the western world, or that a palatial hotel should occupy the site of the primitive home of the Alexanders of years gone by. The Alexander House, under the able control of Mr. Geo. W. Alexander, is one of the most beautiful and pleasing structures it is possible to conceive.

Fort Wayne, located near the village of Springwells, just below Detroit, has recently been made by the government one of the strongest fortifications in the country. Its location is admirable, occupying a slight eminence completely commanding the river, which at that point is narrower than at any other.

Wyandotte, ten miles below Detroit, is a flourishing manufacturing village. It is the center of the iron manufacturing interests of Michigan. The material used comes principally from Lake Superior, and is considered equal in quality to any in the world.

Newton, two miles below Wyandotte, and immediately opposite to Grosse Isle, is situated on the west bank of the Detroit river. It has a good dock, is a steamboat landing, and was at one time a place of considerable trade.

THE ISLANDS OF LAKE ERIE.

These important Islands, forming a group in connection with other smaller ones, are at the southwest end of Lake Erie, in N. Lat. $41^{\circ} 30'$. There are other islands attached to Canada, situated immediately to the north, the most important of which is *Point Pelée Island*. These, in a measure, partake of the same favorable climatic influence that pervades the American islands, being celebrated for a luxuriant growth of grapes and other other kinds of fruits, as well as for health restoring influences.

The largest of the American group are *Kelley's Island*, *South Bass or Put-in-Bay Island*, *Middle Bass Island* and *North Bass Island*. The smaller islands are *Ballast Island*, *Gibraltar Island*, *Sugar Island*, *Rattlesnake Island*, *Green Island* and *West Sister Island*. The two latter belong to the United States Government. The Canadian islands are *Point Pelée Island*, *Middle Island*, *East Sister*, *Middle Sister*, and the *Old Hen and Chickens*.

All these are universally celebrated as possessing unusually fine fishing grounds; the *Bass Islands* derive their names from the large quantities of bass taken in the neighborhood during the spring and fall months. Other varieties of fish of a fair quality and superior flavor are also taken in the contiguous waters.

PUT-IN-BAY, OR SOUTH BASS ISLAND.

The second in size of this group is distant about sixteen miles from Sandusky, forty from Toledo, sixty from Detroit, and sixty from Cleveland. Its most popular name and by which it has won universal renown as the most delightful watering place of western America, is derived from the crescent shaped bay or harbor which constitutes the northern point of the island, and from which Commodore Perry put forth with his fleet previous to the eventful "battle of Lake Erie."

Put-in-Bay has been made historic from its being the headquarters of "Perry's fleet," prior and after the great naval battle during the war of 1812, and possesses one of the most secure harbors on the whole chain of lakes. On September 10th, 1813, the memorable conflict took place in these waters. The fleet, bearing the red cross of England, consisting of six vessels, carrying sixty-four guns, under command of Commodore Barclay, and those of the United States under Commodore Perry, met, resulting, as was afterward made known, in the following dispatch, written at 4 P. M. of that day :

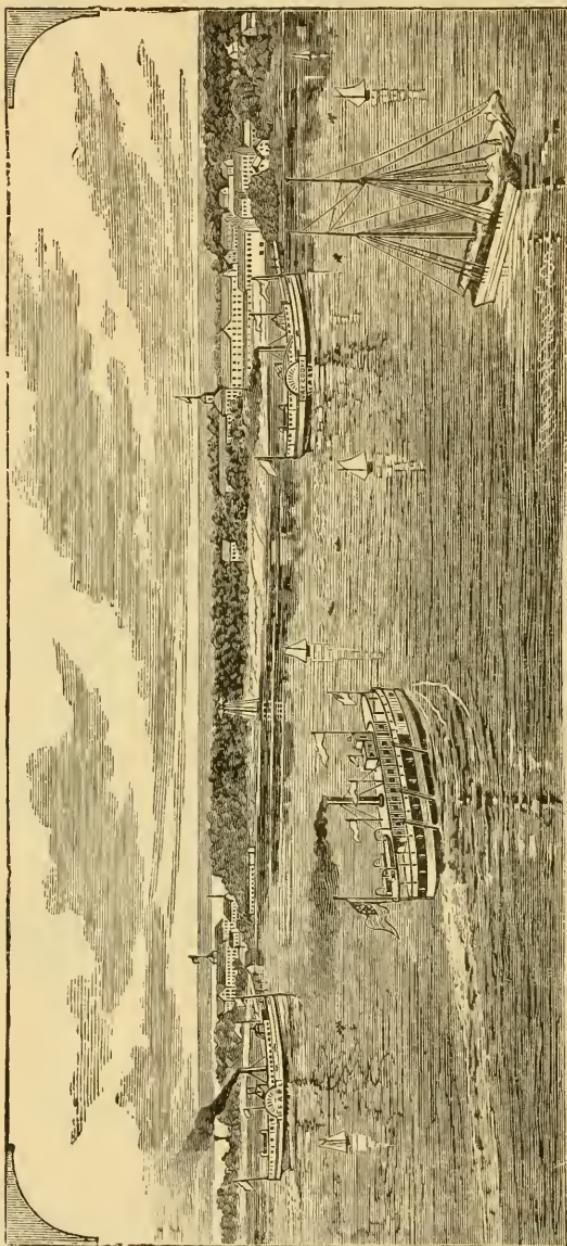
"DEAR GENERAL:—We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop. O. H. PERRY.

General William Jones."

Not one of the above group of islands but possesses some historic incident, which, if correctly written up, would add greatly to the many events which have occurred in this portion of Lake Erie. Numerous shipwrecks, either from fire or storm, have taken place on some one of the islands, or waters adjacent, and not a few noble vessels, and many lives and valuable cargoes, lie buried beneath this plain.

During the season of 1864, the steamer Parsons, commanded by Captain Atwood, filled an interesting chapter in the history of this historic neighborhood,

the incidents associated with which can be better presented by giving the testimony of Walter O. Ashley, Esq., who was clerk and part owner of the steamer Parsons, and also evidence of the pilot on that occasion, at the trial of John Y. Beal, occurring at a time when the rebellion excitement was at its most feverish height, from threatened attacks on our lake steamers by a party of raiders lurking at different points on the borders of the lakes and rivers. Detroit and Windsor being, in the main, their objective points. The ultimate object of the raid seems to have been nothing more nor less than the capture of the United States steamer Michigan, and the release of the prisoners on Johnson's Island, on Sandusky Bay. They intended to capture one or more steamers, that the main object might, with greater certainty, be carried out. "On the morning of September 19, 1864, the steamer Parsons left her dock at the foot of Bates street, Detroit, on her usual trip to Sandusky. Early on that morning two men came to the boat, as she was lying at Trowbridge, Wilcox & Co.'s dock, and inquired at what time the boat would start. Captain Atwood replied at 8 o'clock. They then inquired if he would



VIEW OF PUT-IN-BAY FROM GIBRALTAR—ARRIVAL OF STEAMERS FROM CLEVELAND, DETROIT AND TOLEDO.

stop at Sandwich and take on some passengers. The two men took passage, and on stopping at Sandwich four or five others got on board. At Malden,

where the boat arrived at half-past nine, about a dozen more took passage, making eighteen in all.

"About eleven o'clock, when on Lake Erie, one of the men came into the pilot-house, and asked Campbell what course he was steering. He replied, the regular course from Bar Point to North Bass Island. He then requested the loan of the spy-glass, which was granted. When within six miles of the Middle Sister, the same man inquired what course the steamer was on, which information was given him. After dinner seven or eight of the men went upon deck to take observations, but in the meantime Campbell went below, his watch as pilot being off at noon, after which time it was customary for him to relieve the mate below. Some of the passengers were at cards in the saloon, and one of them made the remark that there was a suspicious crowd on board, some of them being armed with revolvers. Campbell replied that some of them looked like Southerners. The Parsons landed at North Bass Island, and then proceeded to Put-in-Bay, and thence to Middle Bass Island, where Captain Atwood left the boat, that being his residence, the mate taking charge. Left Middle Bass for Kelley's Island, where eight or ten passengers were taken, making the whole number of passengers between forty and fifty, men, women and children.

"Campbell went to the lower deck to trim the boat, and happened to look into the ladies' cabin, where he noticed certain mysterious movements among the strangers, such as revolvers, and casting furtive glances as if to see if they were observed. Some of them were also seen in squads, talking in a very low tone. The boat left Kelley's Island on her regular time, for Cedar Point. Campbell went into the saloon, and while there heard the report of a pistol, followed by a scream. He reached the deck, and saw one of the rebels with a cocked revolver in one hand and an axe in the other, running after the fireman. Heard the exclamation: 'Go down below to forward hatch, or I'll blow your brains out.' The fireman, however, got away, and ran upon the upper deck. The rebel turned to Campbell and ordered him to go below, which he refused to do, saying that was not his place. He leveled his revolver and fired, the ball passing between his legs. He went upon deck, when he observed a man known as the 'Colonel,' who had taken the boat in charge. The mate was in durance, and five of the rebels were at the steps reaching to the lower decks, each armed with one or two revolvers and an axe.

"The passengers and crew had been thrust forward on the deck known as the 'promenade deck,' where they were being examined singly, to see if they had any weapons, and after an examination they were taken aft into the cabin. This was about four o'clock. After this part of the programme was concluded, they were all ordered down into the hold, excepting the ladies and children and a few elderly men, who were placed in the cabin.

"Two of the deck hands were ordered on deck to throw overboard some heavy freight, mostly pig iron, after which the scuttles were closed down. Campbell was ordered to run the boat back to Malden, keeping at the usual distance from Kelley's Island, for fear of being known. They started, and proceeded some distance, but in the meantime the fuel getting low, the 'Colonel' inquired where some could be procured, to which the pilot replied only at Middle Bass or Put-in-Bay. He was then ordered to head wherever he could get a supply, and he steered for Middle Bass, where they arrived about dusk. The whistle was sounded, and two men responded by taking the lines and making them fast. Four of the females immediately jumped upon the dock, and were ordered on board. Three shots were fired at them, but none took effect.

"The small steamer Island Queen, Capt. Orr, of Sandusky, hove in sight, when the 'Colonel' ordered his men forward, and told them to keep a good watch on deck. Three or four men were placed forward, and the rest aft, except three who were stationed on the dock. The Island Queen came up and landed alongside of the Parsons, when Capt. Orr inquired why the latter had not gone to Sandusky, but received no answer. A number of the rebels rushed on board the Queen, with revolvers and axes in their hands. Capt. Orr knew not what to make of these proceedings, but he rang the bell to go ahead. One

of the rebels went into the engine-room and ordered the engineer to stop. Upon refusing he was shot in the face, the ball coming out of his cheek.

"The Queen was then stripped of everything valuable, and the passengers of both boats were sent on shore. Capt. Orr and his engineer were retained on the Parsons. All the Parsons' officers and crew were also retained, excepting Capt. Atwood and the clerk (Capt. Atwood having got on board when the boat touched at Middle Bass the second time). Campbell was then ordered to head for Sandusky, the Queen in tow. Arriving near Ballast Island the Queen was scuttled and sunk. Campbell was then ordered to head for Malden. It was their avowed intention to go to Johnson's Island to make an attack on the United States steamer Michigan. The theory that such an attack was in their original programme conflicts with the first return toward Malden, and then reversing their course to procure fuel. On the way up the river Campbell was ordered to be sure and take the British channel, and keep as close as possible to the Canada shore. They did not stop at Malden, but made for Sandwich Point, barely two miles below Detroit, in broad daylight in the morning, where they landed. The boat was stripped of everything valuable, which, with the baggage, was taken ashore, and the latter was rifled and everything carried off."

In due time they were captured and suffered the penalty of their misdemeanors, the punishment, in one instance, being death, and of the others, imprisonment.

The thousand historic memories which mingle with the tales and traditions of this spot, are heightened by the glorious gifts dame nature has bestowed upon it. The Bay is conceded to be the loveliest sheet of water on any of the northern lakes. Surrounded by islands clothed in emerald green, their rocky fronts hurling back the restless waters of the lake, as if in defiance of its ceaseless efforts to undermine and sweep away the sylvan treasures of which they are the custodians. The island's surface occupies over 1,500 acres, and many private individuals have here handsome summer residences which adds largely to the general beauty of the surroundings.

The conformation of the island is peculiar and presents a rich field for the geologist. The Perry cave, situate near the center of the island, is annually visited by thousands of admiring visitors. It has been considerably improved and rendered more commodious for the visiting public, by a pleasing distribution of a number of lamps that make it as bright as day. The scenery of the cave is most enchanting. The depth of the cave is about 50 feet, with a length of 15 rods. The roof, from 4 to 10 feet high, spreads out with a small body of water at its base. When lighted up, it presents a grand appearance.

The climate of the island is peculiarly adapted to health and comfort. No dews fall, and the dry, pure air is strangely beneficial to invalids, especially those suffering from bronchial or lung diseases. During the summer and early fall months the temperature usually ranges from 60° to 80° Fahrenheit, giving strength and vitality to the human frame, most perceptibly felt by those visiting this region from a more southern altitude. Here, all those seeking health and pleasure, should yearly resort, as most astonishing benefit has been found by those laboring under respiratory diseases, as well as general debility. We must not forget to mention the hotel accommodations, which are everything that could be desired. The Put-in-Bay House, of which Col. Saveeney is the proprietor, and the Beebe House, kept by Henry Beebe, Esq., are two of the handsomest and best appointed hotels in America.

Put-in-Bay has, for the past few years, become noted as a fishing ground. The waters abound with all varieties of the finny tribe, for which *Lake Erie* is so justly celebrated. Black and white bass, pickerel, pike, muscalunge and whitefish, make it a favorite resort for the disciples of Izaak Walton, and the facilities for prosecuting this unrivaled pastime, are in all respects first class and charming.

The fish resort to the shoals that put out from the shores of the islands, thus providing a natural protection which cannot be found on any single island. This fact has induced several fishing clubs to establish themselves on this island; two have already completed their establishments. The fishing interest forms so

important a feature in the pastimes of the island that two small steamers have been fitted up expressly for the use of parties desirous of enjoying this charming pastime.

It is said that there are more conveniences in the way of steam-boats, row boats, boat houses, minnows and fishing paraphernalia in general at Put-in-Bay than in the whole length and breadth of the Lake besides.

SOUTH BASS ISLAND.

The second in size of this celebrated group, contains about 1,500 acres of superior land, being underlaid with limestone; there are some 500 acres devoted to the cultivation of grapes, chiefly of the Catawba and Delaware species: apples, plums, cherries, peaches, pears and other fruit, also flourish here, and are produced in considerable quantities.

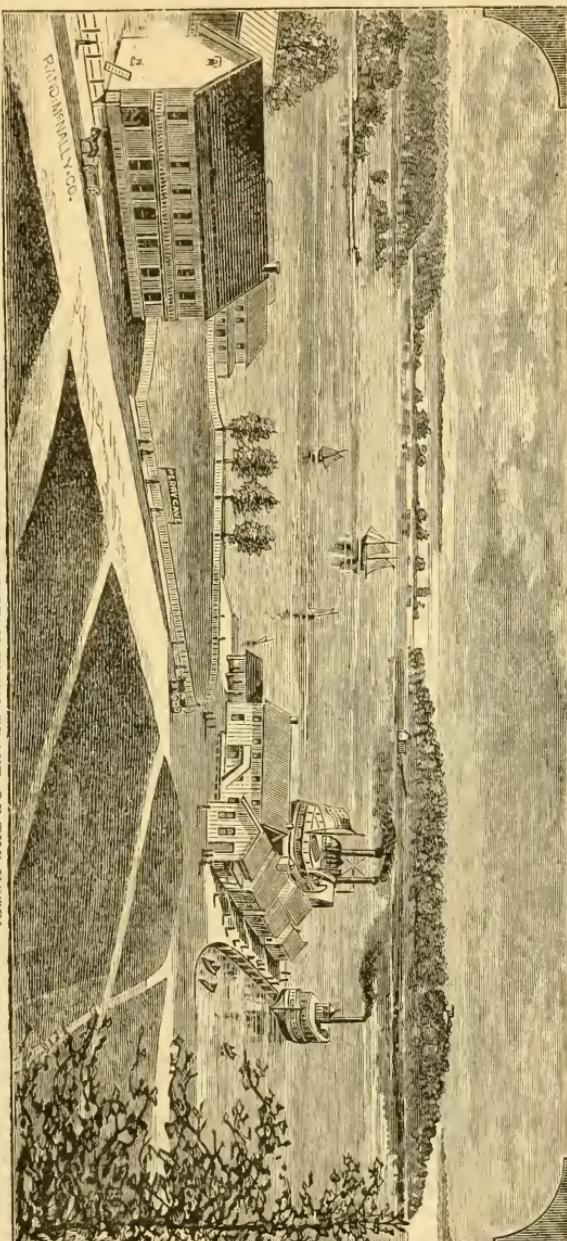
NORTH BASS ISLAND,

Contains about 700 acres of land, and is admirably located and equally pleasant. Grapes and almost every other kind of fruit grow in richest abundance.

GIBRALTAR ISLAND.

Lying in Put in-Bay is a small island, mostly covered with forest trees, rising beautifully from the water's edge. It is owned by Jay Cooke, Esq., who has erected a magnificent residence thereon.

ISLAND OF GIBRALTAR, AS SEEN FROM FRONT OF THE HOME.



KELLEY'S ISLAND

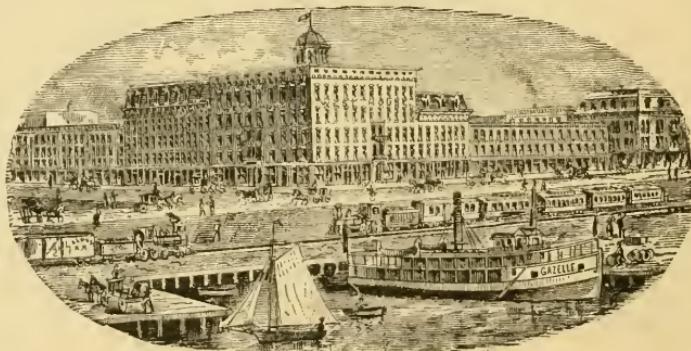
Is the largest of the American group, and contains upward of twenty-eight hundred acres of land, which is for the most part under a high state of cultivation;

about one-third is devoted to the culture of grapes. Its population is about one thousand. The principal commercial interests consist in the manufacture of wines, and quarrying limestone, immense quantities of which are annually shipped to various parts of the States, for building, paving and smelting purposes.

Antiquarians and geologists will find ample field to gratify their curiosity. "The Inscription Rocks" and other Indian relics are particularly interesting, and are conclusive evidences of a prolonged occupancy of this region in the aboriginal period. Inscription rock is 32 by 21 feet, and is part of the same limestone strata as the island from which it has been separated by lake action. The top presents a smooth and polished surface, like all the stone of this neighborhood, where the soil is removed, suggesting the belief that it is produced by glacial attrition. Upon this the peculiar inscriptions are cut. The figures and characters are deeply sunk in the rock, and yet it presents all its smoothness of surface, as if they had been exposed to the polishing or wearing influence of water. The sculpture is pronounced to be by far the most extensive, best executed and well preserved inscription of the antiquarian period ever found in America; it is in the pictographic character of the nation, and its leading symbols are easily interpreted. The human figures, the pipes, the smoking group, the presents and other objects denote tribes, negotiations, crimes, turmoils, etc., which tell a story of thrilling interest, in which the European plays a prominent part. The whole inscription is manifestly connected with the occupation of the shores of this lake by the "Eries," or "Mad Spirits," of the coming of the "Wyandottes," of the final triumph of the "Iroquois," and the extermination of the people who left their name on the lake.

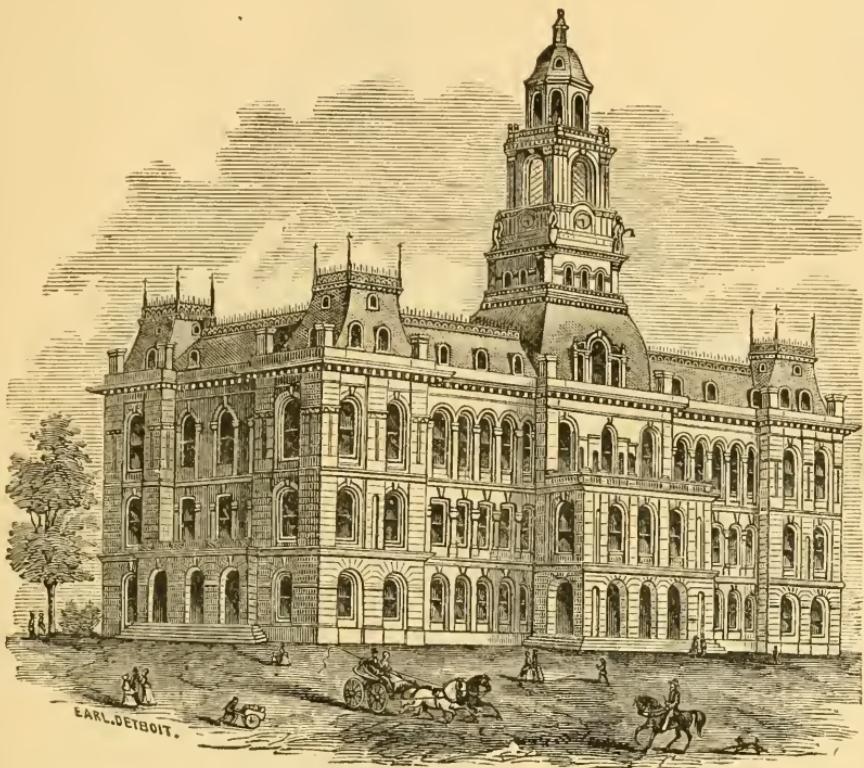
In addition to these memorials of an almost forgotten people, there are the remains of three Indian forts upon this island. The walls, gateways and sally ports were well defined before these islands became the homes of agriculturists, but at the present time only fragments of an embankment remain, measuring twelve hundred and forty-six feet around the crescent shaped part, and about four hundred feet on the rock bank of the island.

There are also evidences of a second fort having existed, facing on the lake, and on the north shore will be found a second specimen of inscription rocks. The gravelly beach of this island is rich in petrifications, fossils and shells, and affords a never-ending source of enjoyment to visitors. In different parts of the island rare specimens of crystals and carbonates of the glacial period may be found in the deep grooves of the limestone rocks.



WATER ST., SANDUSKY—WEST HOUSE AND BOAT LANDING.

THE PORT OF DETROIT.

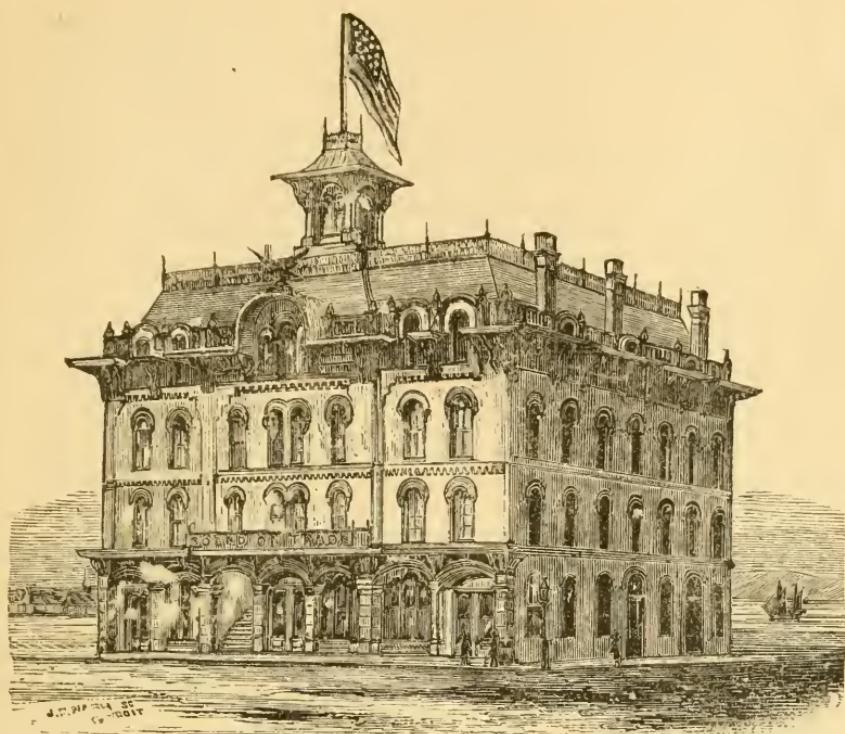


VIEW OF CITY HALL, DETROIT.

DETROIT, the chief city of Michigan, is situated on the banks of the Detroit river, a noble stream, or rather strait, twenty miles long, connecting Lakes Erie and St. Clair, and affording the best harbor on the entire chain of the great lakes. The river varies in width from one-half mile to a mile, has a current of from two to three miles an hour, and is noted for the clearness and purity of its deep, fish-teeming waters. The city extends along the bank for about seven miles, and is built up for about two and one-half miles from the water. For at least six miles the river front is lined with mills, dry docks, ship yards, foundries, grain elevators, railway depots and warehouses. For a short distance from the river bank the ground rises gradually, and then becomes perfectly level, furnishing an admirable site for a large city. Detroit is laid out upon two plans: the one that of a circle with avenues radiating from the Grand Circus as a center, the other that of streets crossing each other at right angles. The result is a slight degree of intricacy in certain localities, which inconvenience is more than compensated by

a number of little triangular parks which diversify and ornament the place. The avenues are from one hundred to two hundred feet wide; the streets vary in width from fifty to one hundred feet, and are generally shaded by an abundance of trees. The site of Detroit was visited by the French as early as 1610; but no permanent settlement was made until 1701, when Fort Pontchartrain was built. In 1763 it passed into the hands of the English, and immediately afterward was besieged for eleven months by Pontiac, in his attempt to expel the whites from that region. In 1783 Detroit was ceded to the United States, but the Americans did not take possession of it till 1796. During the War of 1812 it fell into the hands of the British, but was recaptured in 1813. It was incorporated as a city in 1824, when its population was less than two thousand, and in 1876 had one one hundred and three thousand inhabitants. The manufactures of the city are numerous and important, including extensive iron works and machine shops, three railroad-car factories, flour mills, breweries, and immense tobacco and cigar factories. The shipping interests are also large, while pork and fish packing employ numerous hands.

The principal streets of the city are Jefferson avenue, parallel with the river; Woodward avenue, which crosses the former at right angles, and divides the city into two nearly equal parts; and Fort street, Michigan avenue, Grand River avenue and Gratiot street, at various angles with Woodward avenue. West Fort street is a broad and beautiful street, lined with elegant residences; and Lafayette avenue is a fashionable street. Griswold street is the Wall Street of the city. The Grand Circus, the principal park, is semicircular in form, and is divided by Woodward avenue into two quadrants, each containing a fountain. About one-third of a mile from the Grand Circus is the Campus Martius, an open space six hundred feet long and two hundred and fifty feet wide, which is crossed by Woodward and Michigan avenues, and from which radiate Monroe avenue and Fort street. Facing the Campus Martius on the west is the new City Hall, a handsome structure, two hundred feet long, ninety feet wide, and one hundred and eighty feet high to the top of the tower, completed in 1871, at a cost of \$875,000. It is built of sandstone in the Italian style, and consists of three stories above the basement, with a Mansard roof. In the square in front of the City Hall is a fine Soldiers' Monument, erected in memory of the Michigan soldiers who fell in the civil war. Facing the Campus Martius on the north is the Opera House; and in Fort street is Whitney's Opera House, one of the finest in the country. The Custom House, which also contains the Post-Office, is a large stone building in Griswold street. The Board of Trade Building is another fine edifice, but is badly located in Woodbridge street, near the river, where its fine proportions cannot be seen to advantage. The Freight Depot of the Michigan Central Railroad is one of the most noteworthy structures in the city. It stands on the wharf, and consists of a single room, twelve hundred and fifty feet long and one hundred and two feet wide, cov-



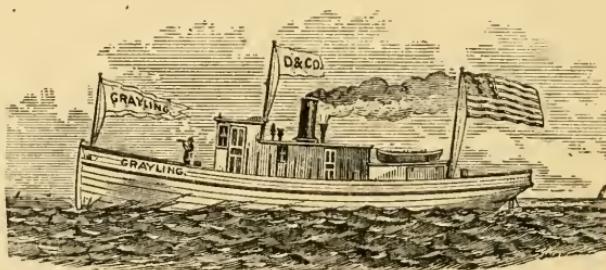
BOARD OF TRADE BUILDING.

ered by a self-sustaining roof of corrugated iron. In the immediate vicinity are the great Wheat Elevator of the company, from the cupola of which a superb view of the city, river, and Lakes St. Clair and Erie, may be had; and the Round House, in which sixteen locomotives stand under a dome surpassed in size only by that of the capitol at Washington. Besides the opera houses, there are the German Stadt Theater, and several large public halls. The Young Men's Christian Association has a large building in Farmer street, with library, gymnasium, restaurant, public hall, etc.

The churches of Detroit are noted for their number and beauty. St. Anne's (Roman Catholic), Larned street, corner of Bates, is the oldest church in the city, and is noted for its fine choir. The Cathedral of St. Peter and St. Paul (Roman Catholic), Jefferson avenue, corner of St. Antoine street, is the largest church edifice in the State, and has an imposing interior. St. Paul's (Episcopal), corner Congress and Shelby streets, is the parent church of the diocese, and is famous for its beautiful roof, which is self-sustaining; there is not a pillar in the building. Other handsome Episcopal churches are Christ's, in Jefferson avenue, above Hastings street; St. John's, in Woodward avenue; and Grace, in Fort street. The Fort Street Presbyterian (Fort street corner Third) has the handsomest front of

any church in the city. The Central Church (Methodist), in Woodward avenue, above the Grand Circus, has a richly decorated interior. The First Presbyterian, in State street; the Jefferson Avenue Presbyterian, above Rivard street; and the First Congregational, Fort street corner of Wayne, are all fine edifices. There are several libraries in the city, of which the principal are the Public Library, containing thirty-seven thousand volumes, and that of the Young Men's Society, containing fourteen thousand. The Convent of the Sacred Heart, in Jefferson avenue, near St. Antoine street, is a large and very beautiful building. The House of Correction, in the north portion of the city, is considered one of the best reformatory prisons in the country. Directly opposite is a home for discharged female prisoners, who are received here and furnished with work until places can be found for them out of reach of the evil influences previously surrounding. The United States Marine Hospital, on the bank of the river, just above the city, commands a fine view of the Canada shore. Elmwood Cemetery is a beautiful burying ground, within the city limits (reached by horse cars). Woodmere Cemetery, on high ground, four miles west of the city, is of recent origin.

Fort Wayne is a bastioned redoubt, about three miles below the Michigan Central Depot, standing upon the bank of the river and completely commanding the channel. The Fort Street and Elmwood horse cars run within half a mile of it, and it is also a favorite point to which rides and drives are taken. Belle Isle, an island in the river opposite the upper limit of the city, is a favorite resort for picnics. Grosse Point, seven miles above the city, is a point of land projecting into Lake St. Clair. It is noted for its cherry orchards, and is the terminus of a beautiful drive over a good road. Grosse Isle, eighteen miles below the city, is an island three miles long by one mile wide, and is a favorite resort of the wealthier inhabitants of Detroit, many of whom have beautiful summer residences upon it. Put-in-Bay Islands, a group of islands in Lake Erie, near the mouth of Detroit river, is a favorite summer resort. From Detroit there is a daily steamer in summer to Kelly's Island, the largest of the group.



DAVIS & CO.'S FISHING TUG GRAYLING.—SEE NEXT PAGE.

S. H. DAVIS & CO.,

FISH MERCHANTS, 21 WOODWARD AVENUE, DETROIT, MICH.

The fish which abound in the lakes and rivers of Northwestern America have always formed a conspicuous item in the commerce of the country. Long before its discovery the Indian delighted to build his camp fires near these inland seas that he might spear and dry a large quantity of fish for his winter use, and Europeans, upon settling here, chose the same spots for almost exactly the same reasons. At the same time but little difference existed in their mode of capturing them, indeed their implements were almost as rude in construction as those of their dusky brethren, and had it not been for the hook and line and still more uncertain dredge net they would have been much less successful, for the Indian almost invariably spears a fish every time he makes a thrust, whereas the European as a rule succeeds in capturing but a few fish after several hours laborious watching. For the past fifty years but little improvement has been made in that branch known as gill net fishing. As primitively used, the net was sunk by means of stones or pieces of iron of irregular shape and weight, and were buoyed at a proper distance from the bottom (from five to six feet) by shingles, pieces of wood or bark, or any light substance that came most readily to hand. The disadvantages under which the fisherman labored from the use of these and similar appliances can readily be imagined. The most disastrous of which was the almost certain entanglement of the floats and sinkers in the meshes of the net, often breaking them and causing considerable loss and delay to the operators. That so long a time should have elapsed, during which so many inventions in almost every other branch of industry have been made, without some improvement upon this method of fishing having been thought of is astonishing. With the yearly increasing demand for all kinds of lake and river fish, either fresh or dried, both in this and other countries, no proportionate facilities have been introduced whereby expense and labor could be economized. In view of these facts, Messrs. S. H. DAVIS & CO., of Detroit (for many years known throughout the United States and Canada as the inventors and patentees of refrigerator cars, fish freezing pans, &c.) have devoted considerable time and money to perfecting a system of floats and sinkers that will

remedy all the annoyances heretofore experienced by gill-net fishermen. The result of their labors has been the production of an elliptical glass globe (see fig. 1) containing one and a half cubic inches of air and weighing thirteen ounces. These egg-shaped globes are grooved lengthwise so that a cord can be securely passed round them and connected with the side line. This is used to replace the shingles, pieces of bark, or the more recently used wooden floats (see fig. 2.) It will be readily seen that these globes prevent any disarrangement or breaking of

the nets, as they are too large to fall through or become entangled in the meshes, at the same time securing a regular buoyancy of the net, all being of the same gravity and not affected by water as the floats constructed of porous substances must be, more or less. The next important feature is the sinker, and this has undergone as decided a transformation, through the ingenuity of these gentlemen, as the float. The sinker in most general use at the present day consists of a piece of lead pipe about four inches long (see fig. 3.) This produces the same

FIG. 1

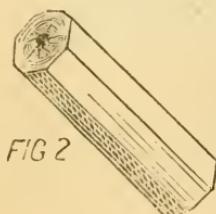
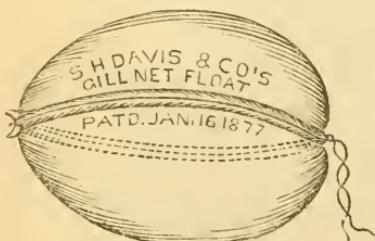
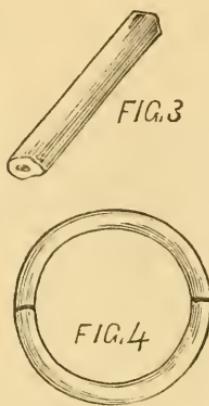


FIG. 2



disasters as any of the previous methods adopted, and has almost invariably tangled the net so badly so to render the catch most uncertain. The sinker invented, now used, by Messrs. S. H. DAVIS & Co. consists of a galvanized iron ring about four inches in circumference (see fig. 4) and as in the case of the float, unable, by their form, to create confusion in the nets. In setting the nets they are placed in what is known among fishermen, about thirty ncts, thirty-five rods in length, forming a gang. The side lines instead of ending at the mesh part, run on a few feet further, and are attached to a wooden rod to which is fastened a leading line about six hundred feet long. At the further end is a buoy, upon which is a flag to mark the location of the nets. A similar arrangement at each end of the net completes it. In placing the net the first buoy flag is thrown out, to which is attached the leading line and which in turn is followed by the net. The sinker (fig. 4) immediately carries this to the bottom, the glass floats (fig. 1) keeping the nets in a perpendicular position at the bottom of the lake. The net having successfully

gone over the stern, the latter end of the leading line, with anchor and flag buoy attached, follows. In taking up the net the same course is pursued, the flag buoys at one end being taken in over the bow, and the leading line, net, second leading line, with its flag buoy, is hauled in hand over hand. The vessel of course moves in the required direction as the nets are paid out or taken in. The usual depth of water in which the nets are set is from two to three hundred feet, and the meshes being about two inches square catch the fish by the gills as they attempt to swim through. The nets are generally lifted every two days, fresh ones taking their places, while the ones just used are put through a cleansing process, called tanning. The steam fishing tug, "Greyling," an illustration of which appears on page four, is deserving of especial mention. It is a boat of about seventeen tons burthen, and capable of standing almost any kind of weather. It is clipper built, and capable of making fourteen miles an hour. Its appointments are in all respects perfect, being furnished with everything that a vessel of its description should have, as well as those requisites necessary for the convenient performance of the traffic in which it is engaged. As has before been mentioned, the inventors of this improved gill-net are also the patentees of refrigerator cars and improved facilities for freezing fish. A full description of which will be furnished on application.

ALLEN, SHELDON & CO., Dry Goods.

Scientific experiments and observation, the work of centuries, have developed but four materials capable of being used as clothing for the human family, and it is admitted by all that cotton takes the lead as the material universally used for this purpose. For many years the cotton mills of Lancashire, England, were the only ones capable of producing a marketable fabric; but of late years America has proved a formidable rival. To such an extent indeed has the skill in the home manufacture of these goods attained, that England imports large quantities for her own use. It is therefore reasonable to state that a house, whose principal trade is devoted to cotton fabrics, should, with a liberal capital, large experience, and universal patronage, rank as one of the first business concerns in Michigan. The subject of this sketch has for many years been largely engaged in the wholesale dry goods trade and occupies very large and elegant stores at Nos. 37, 39 and 41 Woodward avenue. The extensive trade of this house lies through Michigan, Indiana, Ohio and adjoining States, and several travelers, as well as a large staff of competent salesmen, are employed. This house stands foremost as one of the leading commercial spirits of the West, and is universally esteemed as a corner stone in the great fabric of commercial prosperity raised by the energy and perseverance of Detroit's merchant princes.

MICHIGAN EXCHANGE HOTEL,

LYON & PORTER, PROPRIETORS.

This fine hotel is situated at the corner of Jefferson avenue and Shelby street, being in the central part of the city, convenient to the depots, steamboat landings, ferry and postoffice. It is a large, fine looking building, has a frontage on Jefferson avenue of 140 feet, 200 feet on Shelby street, and on Woodbridge street 140 feet, facing the Board of Trade building, and commanding an inviting view of the beautiful Detroit river, which in the summer months attracts thousands of people to this great and growing city, where forty years ago the hotel business was only in its infancy. Like all Western enterprises, the MICHIGAN EXCHANGE has been truly successful, and to day has a widespread reputation for its splendid appointments. The tables are loaded with the best the market affords, and are carefully watched over by a competent caterer. The dining room is *par excellence*, being the largest in the State, and, like every room in the house, is kept in tip-top order, and patronized by the great traveling public, as its well-filled register will testify. One important and remarkable feature in connection with this hotel, is the facility for escape in case of fire, with broad halls and wide staireases. From the office floor to the top story runs a mammoth steam elevator, which is elegantly upholstered. The house contains over 200 sleeping rooms and spacious parlors, and can easily accommodate 500 guests. In fact, the MICHIGAN EXCHANGE is unsurpassed, and the most popular hotel outside of New York, and a great favorite with commercial men. The proprietors, Messrs. LYON & PORTER, are gentlemen in every sense of the word, and their clerks, Messrs. C. S. Eaton and Harry Smith are universally esteemed for their politeness and assiduous attention to the wants of their patrons.

MICHIGAN EXCHANGE.

Jefferson Avenue, Corner Shelby Street, - DETROIT, MICH.



This Hotel is one of the Oldest and most Celebrated in Detroit; it occupies nearly an ENTIRE SQUARE, and has a frontage of 140 feet on Jefferson Ave., (the principal thoroughfare of the city), and 200 feet on Shelby Street.

EDWARD LYON, } PROPRIETORS.
HENRY PORTER, }

EDSON, MOORE & CO.,

WHOLESALE DRY GOODS.

This house, though established only about five years since, is prominent and in the front rank of our largest business houses, its sales aggregating \$1,500,000 annually, and that too without the help of traveling salesmen or agents. The members of the firm are men of ripe experience and ability, having been previously connected with the leading great houses of the country, which connections brought to them a very extensive business acquaintance. The building occupied by the firm is 188, 190 and 192 Jefferson avenue, at the corner of Bates street; it has a frontage of sixty-five feet, and a depth of one hundred feet, having a basement and four floors. A steam elevator runs from the first to the fourth floor, where the packing is done. The first floor is devoted to a general line of dress goods, except a portion in the rear, which is set apart and conveniently furnished as a department for the accountants. The light and airy basement is filled with what is technically called domestics. On the second floor is a mammoth stock of white goods and notions, and the third floor is devoted to woolen cloths and flannels of every description. The house carries an extensive stock of the latest and most fashionable goods for female wear, and import extensively of dress goods, white goods and notions. The business of the house extends over a wide territory, embracing the States of Michigan, Western Indiana and Ohio. The individuals of the firm are JAMES L. EDSON, GEORGE F. MOORE, RANSOM GILLIS, CHARLES BUNCHER, and STEPHEN BALDWIN, special. Country merchants and traders will do well to call on this firm before purchasing their fall stocks.

DETROIT MACHINERY DEPOT.

The above concern, of which Mr. James Jenks is the proprietor, is the oldest house of the kind in the West, having been established nearly a quarter of a century ago. It occupies two stories of a fine building at 16 and 18 Atwater street, having a frontage of 50 feet by a depth of 120. The house carries a very heavy stock of all kinds of machinery, having the agency for J. A. Fay & Co., C. B. Rogers & Co., Buckeye Engine Co., Witherby, Rugg & Richardson, Richards, London & Kelley and other first class manufacturers. They also deal in all kinds of wood and iron working machinery, saw mills, Hall's patent shingle machines, engine boilers, boiler feeders, Dean & Co.'s steam pumps, Henry Disstue & Sons saws, Jas. T. Noyer & Sons mill machinery, belting &c. The large and comprehensive stock carried by this house, compared with the sterling integrity with which all business transactions are coupled, have gained for it a large and extensive patronage, the annual sales aggregating \$200,000, and is extending into the States of Colorado, Utah, Texas, Arkansas, Minnesota, New York and the Canadas. It is with great pleasure we refer to a house so deserving of notice as the one in question, at once a credit to their city and the West.

JAMES JENKS,

Dealer in all kinds of

MACHINERY AND SUPPLIES, EMERY WHEELS AND GRINDERS,

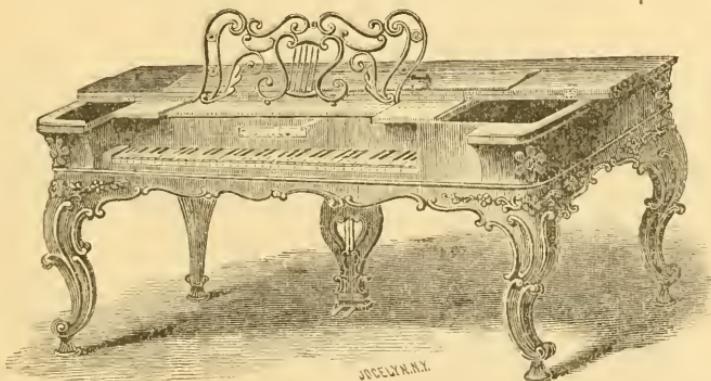
16 and 18 Atwater Street E., Detroit, Michigan.

Agent for J. A. Fay & Co., C. B. Rogers & Co., Buckeye Engine Co., Witherby, Rugg & Richardson, Richards, London & Kelley, and other first-class manufacturers. Wood and Iron Working Machinery, Saw Mills, Hall's Patent Shingle Machines, Henry Disstue & Sons' Saws, Jno. T. Noyer & Sons' Mill Machinery, Dean & Co.'s Steam Pumps, Saws, Belting, Engines, Boilers, Steam Pumps, Boiler Feeders, etc.

C. J. WHITNEY & CO.

This large and flourishing house is one of the oldest of the kind in the city, viz: wholesale and retail music dealers. Their premises are finely located on Fort Street West, and consist of a handsome four story building, having a frontage of forty feet by a depth of one hundred and thirty. The general appearance of the interior of their show room is striking and beautiful; thousands of pieces of sheet music are neatly arranged in cases and classified, extending from floor to ceiling, a gallery encircling this floor to allow of access to the upper tiers, while a beautiful circular show case containing a fine assortment of brass and other musical instruments tastefully arranged, together with the handsome offices, combine to render the store, one of the masterpieces of art, the most handsome in the city. Messrs. WHITNEY & CO. are the general western agents for the Chickering pianos and Estey organs, both instruments of great merit, and to which there are few equals and no superiors in the market. They keep constantly on hand a complete assortment of the latest musical compositions, and are in a position to furnish to order any kind of musical merchandise obtainable. This is perhaps the largest music house in the West; certainly it ranks very high. Twenty salesmen are employed, and the business receipts aggregate \$300,000 annually, their trade extending throughout the entire Western States. Mr. Whitney was the builder of the handsome Opera House that bears his name, and which is a great acquisition to our city, both in an architectural and commercial point of view. The gentlemen comprising the firm are Mr. C. J. Whitney and Mr. I. C. V. Wheat, who was admitted to partnership in 1870.

CHICKERING PIANOS. ESTEY ORGANS.



C. J. WHITNEY & CO.
General Agents,
DETROIT, - - - MICHIGAN.

KING'S NEW TEA STORE.

This well known and highly successful tea dealer has lately opened a branch at No. 1 Russell House Block, Michigan Grand Avenue. The store has been handsomely decorated and presents a very stylish appearance. Mr. KING has for many years been associated with the tea trade and understands it thoroughly,

having three other stores in different parts of the city, all of which, as well as this branch, do an extensive trade. One of the secrets of Mr. KING's popularity is the fact of his making a present to every purchaser of a pound of tea of a fancy or useful article, such as a cup and saucer, goblet, fancy pin box and other ornamental and domestic articles innumerable. Should the purchaser wish a more expensive gift than that given with a pound of tea, a check is given and when these have sufficiently accumulated the customer is allowed to chose among a large and elegant assortment of articles, including clocks, vases, coffee mills, china ware, &c., &c. With no one is this system more successfully carried out than Mr. KING, his display of gifts being certainly the most extensive and useful.

KING'S TEA STORES

ARE RENOWNED FOR KEEPING

The Best Teas and Coffees, AT LOWEST PRICES,

And giving handsome Presents to all their Customers.

HEADQUARTERS :

142 GRATUIT AVENUE, CORNER BEAUBIEN STREET.

BRANCH STORES :

Number One Russell House Block.
311 Michigan Avenue, bet. 5th & 6th Sts. | 355 Grand River Avenue, cor. 5th St.

DUNN BROTHERS, Dry Goods,

179 JEFFERSON AVENUE.

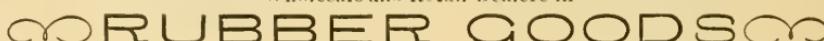
This well-known house has for a long time almost controlled the trade of rubber goods in this city, and the superior quality of the article supplied by them has gained for the house a wide-spread popularity. Rubber hose, belting, rubber toys, cuspadores, and indeed everything represented in this line of manufactures are kept constantly on hand, and no pains are spared to supply customers with the best productions and the most recent improvements. Fire companies, vessel owners and mill men will do well to patronize this house.

W. C. DUNN.

E. DUNN.

D U N N B R O S . ,

Wholesale and Retail Dealers in

 R U B B E R G O O D S

179 JEFFERSON AVENUE,

DETROIT,

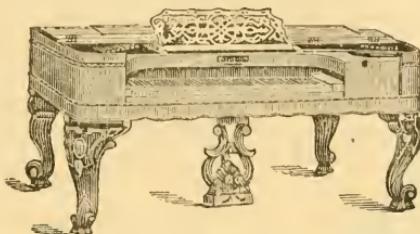
MICHIGAN.

ADAM COUSE.

The above named gentleman has been for many years connected with the piano forte and organ trade. Until recently he occupied the second floor of No. 39 Monroe avenue, but finding that place too small for his largely increased business, he removed to his present handsome and commodious show rooms on the ground floor at No. 23. His stock of pianos, organs, melodeons, etc., is large and fine, and are sold at such extremely low prices, that cannot fail to attract buyers. Mr. Couse is one of the most successful merchants who have

introduced in the city the monthly payment system. A magnificent instrument may thus be purchased in a very short time, by this admirable system. Many persons are the happy possessors of an elegant piano, organ or melodeon, materially helping to make a home happy, that has been purchased in this easy manner. Mr. COUSE has a fine lot of instruments to choose from, and parties in want of such cannot do better than pay a visit to his superb rooms.

PIANOS AND ORGANS



WHOLESALE AND RETAIL,

50 TO 75 PER CENT. DISCOUNT TO DEALERS

LINDEMAN'S 3-STRINGED CYCLOID GRANDS.

BOARDMAN & GRAY'S 3-STRINGED SQUARE GRANDS.

MATHUSHEK'S 3-STRINGED ORCHESTRAL PIANOS.

DECKER'S GOLD MEDAL PIANOS.

THE MASSACHUSETTS ORGAN. (Unsurpassed.)

☞ Send for confidential prices. Orders from a thousand miles, I guarantee the instruments to come all right and satisfactory.

23 Monroe Avenue, Detroit.

ADAM COUSE.

E. W. VOIGT, Milwaukee Brewery.

Established in 1866 by Mr. C. W. Voigt, on a small scale, selling only about three thousand barrels of lager per annum, it has increased very rapidly, until this year the sales will amount to upwards of twenty-one thousand barrels. In 1871 the business went into the hands of E. W. VOIGT, son of C. W. Voigt, and to his tact and untiring energy is due the rapid increase and success of this establishment. It is the largest brewery in Michigan, and the excellence of the article made here is justly celebrated. Mr. Voigt will consume this year fifty-two thousand bushels of malt, thirty-two thousand pounds of hops, and will use five hundred tons of coal and coke. The building, situated on Grand River avenue, between Second and Third streets, is by far the most handsome and most substantial brewery we have ever seen. Built of brick, with freestone trimmings, it is a credit to its owner and to our city. This with his other buildings occupy nearly a whole block, and are all two or three stories in height. The premises have a frontage on Grand River avenue of eighty feet, and on Cherry street one hundred and forty feet. There are five large ice houses, one of which is thirty-eight by sixty feet, and there are four cellars under the ground con-

neeted by flues to the ice houses. The firm has in these cellars storage capacity for six thousand barrels of beer. Here the beer is in process of fermentation and made ready for consumption. The upper parts consists of buildings, other storage premises, etc. Mr. Voigt consumes annually three thousand tons of ice, two thousand seven hundred tons of which is stored every winter in the five large ice houses. Mr. Voigt employs twenty-five men, who received last year wages amounting to \$14,000. The capital invested is \$120,000, and the business done this year will amount to \$168,000. It is needless for us to speak of the qualities combined in the production of this establishment, the superiority of the article being widely known. Two-thirds of it is consumed in this city, and the remainder is shipped to all parts of the country, east and west.

E. W. VOIGT,



BREWER OF

THE BOSS

LAGER BEER.

BREWERY,

GRAND RIVER AVENUE, DETROIT, MICH.

On Draught Everywhere,

—AND IS BOTTLED BY—

J. BELLER, 11 STATE STREET,

J. F. MOLONEY & CO., GRAND RIVER AVENUE,

WILLIAMS & CO., BREWERS, DUNCAN'S BREWERY.

MESSRS. JOHNSTON & CONRATH.

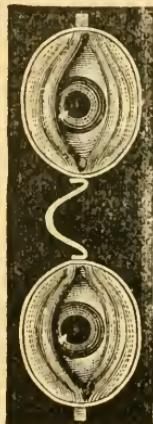
These gentlemen have one of the most flourishing establishments for a new concern that can be met with in the city. They are both young men, but possess unusual faculty for business, and having from boyhood been actively engaged in their present vocation, they are eminently superior to the general run of manufacturing opticians. Although scarcely a year old, this firm has already invented three most necessary improvements, the most useful of which is the patent "Eye Tester," an instrument similar to a small telescope, mounted upon a tripod, and used to determine the *exact* lense required; the old-fashioned eye testers only registered the number, but when it is known that there are six classes of lenses, viz: the *plano convex*, *double convex*, *perisopic convex*, *plano concave*, *double concave*, and *perisopic concave*, none of which can be regulated to that nicely required by many persons, thus the necessity for some instrument that will perform this office is obvious. By

a simple mechanical adjustment with which the patent "Eye-Tester" is furnished, the utmost accuracy can be obtained. Another much-needed improvement, also patented by these gentlemen, is the "Easy-Fitting Eye Glass," the frame of which is provided with an elastic contrivance which, to use their own words, "will curl caressingly and cutely around the crookedest nose in creation." The advantages to be gained from the use of this glass must be experienced to be appreciated. The "Economical Spectacle" is also the invention of this house, the great advantage being in the end of the temple pieces, which are flat and curve slightly outward, thus preventing the scratching so common to the old style, at the same time holding the spectacles firmly in place. Messrs. M. S. Smith & Co. are the sole retail agents for the sale of these articles in the city of Detroit, and those troubled with any affection of the sight should pay an early visit to their establishment. The present site of the Merrill Block was formerly occupied by an old-fashioned two-story brick building, built by one Robert Smart, who fifty years ago resided in a small French wooden house where the music store of J. P. Weiss now stands. It formerly formed part of the Desuoyers estates, who sold it to Mr. Smart. It afterward became the property of Colin Campbell, a well-known resident.

JOHNSTON & CONRATH,

MANUFACTURERS OF AND WHOLESALE DEALERS IN

SPECTACLES AND EYE-GLASSES.



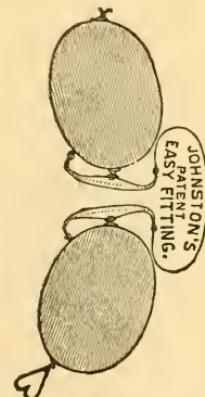
Sole Proprietors of
JOHNSTON'S PATENT
ECONOMICAL SPECTACLES

—AND—

Easy Fitting Eye-Glasses.

Also Sole Proprietors and Manufacturers of

JOHNSTON & CONRATH'S
PATENT
TELESCOPIC
EYE-TESTER.



NO. 11 MERRILL BLOCK, CORNER OF JEFFERSON AND WOODWARD AVENUES,
DETROIT, MICHIGAN.

MRS. R. W. WRIGHT (late Mrs. L. C. Merritt.)

Mrs. R. W. Wright, the well known and lady like proprietor of the Emporium of Fashion, started business in Detroit about ten years ago. She commenced upon a very moderate capital by opening a small establishment opposite the Michigan Exchange, where she remained for two years, during which time she made herself thoroughly known, and gained a first class reputation, as being the best milliner, dress and mantua maker in the city. She then removed

to more commodious premises in the Opera House block, where she remained for three years gaining fresh laurels continually. Her business now assumed mammoth proportions, and necessitated her removal to her present larger premises at 47 and 49 Monroe avenue. This establishment supplies a want long felt by the ladies of this city, and that it is duly appreciated is amply illustrated by the fact that Mrs. WRIGHT does as much business as all the other houses of the same kind combined. Between thirty and forty hands are employed in the various departments, and all commissions are executed promptly.

MRS. R. W. WRIGHT

(Formerly Mrs. L. C. Merritt.)

Emporium of Fashion,

DRESSMAKER,

Importer of Fashions,

French Corsets and Paniers.

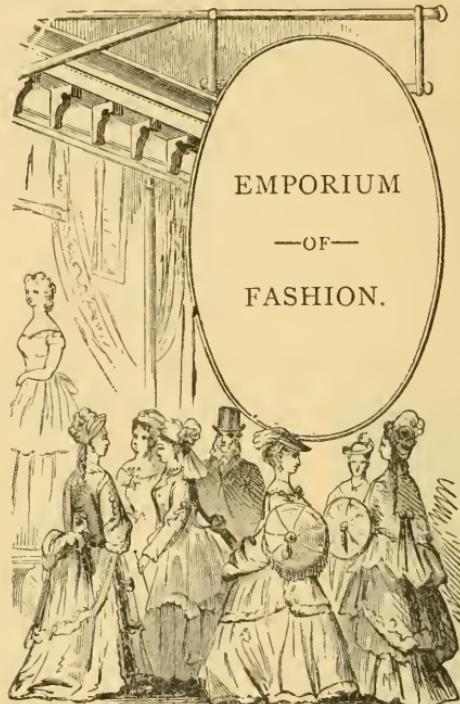
French, Plain and Trimmed
Patterns Sold.

—
ASK FOR

“LE CORSET DELLESANT.”

Nos. 47 AND 49 MONROE AVE.

Corner of Farrer St.,
DETROIT, MICHIGAN.



S. H. IVES, Pawn Broker.

This is the oldest and largest house of the kind in the city of Detroit having been established about ten years; for many years previously Mr. Ives was engaged in the banking and money broking business in the city. He is an extensive importer of diamonds and watches, and probably has a larger collection of diamonds and other precious stones than any other house in the city. He makes a specialty of loaning money on these and other articles of value, deposited as security. Any person temporarily embarrassed and having the collateral can be accommodated, and receive honest and gentlemanly treatment at the hands of S. H. Ives. He lately bought the stock and business of Segman Cohn, the well known pawn broker of this city, located on Woodward avenue, where he displays a magnificent stock of plated goods, silver ware, jewelry, etc.

Mr. Ives, by skillful and shrewd management, always succeeds in purchasing lower than market prices, and gives his customers the benefit of his experience, thus diamonds, watches, etc., can be bought of him at lower figures than wholesale quotations.

S. H. IVES,
 LOAN OFFICE,

CORNER WOODWARD AVENUE AND CONGRESS STREET,

LIBERAL ADVANCES ON DIAMONDS, WATCHES AND JEWELRY,

Have on hand a Large Stock of Forfeited Pledges which I will sell at
 GREATLY REDUCED PRICES.

S. H. IVES,

Importer and Dealer in

FINE WATCHES AND DIAMONDS, RICH JEWELRY
 AND SILVER WARE.

WATCHES, CLOCKS, JEWELRY, MUSICAL BOXES, ETC.,

Promptly Repaired and Warranted Equal to New.

57 WOODWARD AVENUE, - - - - - DETROIT, MICH.

JAMES P. DONALDSON & CO.

This house, successors to Dunlap, Donaldson & Co., have for some time been extensively engaged in the sale of cordage, naval stores, tackles, blocks, wire rope, etc., at 22 Woodward avenue. Indeed, a general ship chandlery business is successfully conducted by these gentlemen. Successful from the fact that nothing, however trivial, needed about a boat or vessel, either useful or ornamental, can be asked for which they are not able to supply. In connection with the above, they deal largely in paints, oils, rubber packing, hose, roofing felt and cement. Their sail loft, occupying the upper part of the building, is one of the most spacious and well appointed in the city. They make a specialty of the manufacture of awnings, sails, tents, flags, etc.

JAS. P. DONALDSON & CO.

DEALERS IN

RAILWAY, STEAMBOAT AND MANUFACTURERS' SUPPLIES,

CORDAGE, TWINES, COTTON DUCK,

Rubber and Leather Belting, Packing Hose,

NAVAL STORES, WIRE ROPE, ETC.

MANUFACTURERS OF

AWNINGS, SAILS, TENTS, FLAGS, ETC., ETC.

OFFICE, 22 WOODWARD AVE., - - - DETROIT, MICHIGAN.

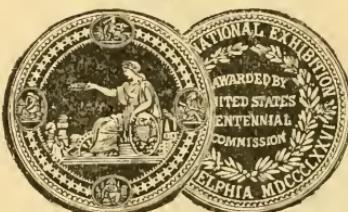
J. P. WEISS.

"Music hath charms to sooth the troubled breast," so saith the poet, and those whose bosoms are agitated with conflicting emotions, no matter what their character, should pay an early visit to this well known establishment, where every description of musical merchandise is kept in stock, from a one-key fife to a \$2,000 organ. Mr. WEISS is a gentleman of superior ability as a musician, and possesses an intimate knowledge of the mechanical structure of the various articles in which he deals; these qualities, together with his large experience in the business, acquired by close application, during a great number of years, makes him a most reliable exponent of all things pertaining to the musical world. His stock of sheet music is complete, and is constantly being augmented by the latest productions of standard authors.

Those desirous of purchasing an organ, piano or any kind of musical instrument, will do well to avail themselves of this gentleman's unequalled experience. As a man Mr. Weiss possesses all the attributes that go to make a perfect gentleman; and as a citizen his universal urbanity and benevolence has won to him a host of friends.

J. P. WEISS,

Dealer in



PIANOS, ORGANS,

MUSICAL INSTRUMENTS, SHEET MUSIC,

And Musical Merchandise of Every Description.

Pianos Sold on Monthly Payments,

Pianos ranging in Price from \$150, \$200 and \$300, without calling them \$800 or \$1,000 Pianos.

I also call your attention to the celebrated and world renowned

STEINWAY PIANOS,

Of which I keep a large stock on hand for purchasers to select from.

FAIR DEALING IS GUARANTEED.

72 WOODWARD AVENUE, DETROIT,

SWIFT & DODDS.

In no branch of science has more progress been observable or more important discoveries made in the same space of time than in pharmacy and remedies for diseases, and no city can claim in its pharmaceutical membership a class of druggists more thoroughly educated or more reliable in their profession than the city of Detroit. Among the most prominent of them is the

well-known house of **SWIFT & DODDS**, whose extensive premises at 54 Woodward avenue are profusely stocked with the thousand requisites that go to make up a thoroughly first-class house in this line. Care and experience have enabled this house to furnish each department with the best of goods, and their stock of paints, oils, varnishes, chemicals, heavy drugs, glues, manufacturers' supplies, etc., are thoroughly up to the market standard, and in quantities sufficient to meet the demands of any trade. This, in brief, is a model house, representing and exerting a vast influence over the country it controls for its trade, and one which has done much to keep steadily in the advance the growing interests of this business in the great commercial field of the West, and by the application of all those essential qualities requisite for the successful carrying on of any enterprise.

**SWIFT & DODDS,
WHOLESALE DRUGGISTS,**
54 WOODWARD AVENUE, DETROIT, MICH.

LAZIER & CO., Commission and Forwarding,

FOOT OF FIRST STREET.

On the dock, fronting on the beautiful Detroit river, is the oldest establishment in the forwarding and commission business, and largest in the West. This building has a river frontage of 175 feet by 200 feet deep, three stories and shed attached, all being built of brick, affording ample room for the large amount of freight that includes grain, country produce, lime, salt, and mining supplies that are shipped by the boat load to up-lake regions.

LAZIER & Co. are successors to Buckley & Co., whose predecessors were: Gurdon Williams & Co., 1844; G. O. Williams & Co., 1854; Williams & Co., 1862; LAZIER & Co., 1875, and occupied the building as long ago as 1844, when it was built specially for the business by Gen. Cass, for "Uncle Gurdon Williams," so-called. These enterprising proprietors have always had a large capital, and done an immense business, which has never been less than a million dollars, and often double that amount.

The Lake Superior trade demands their principal attention—which takes a leading position in mining supplies—and have always been agents for a line of steamers to upper lakes, where there are innumerable resources of wealth. Ward's magnificent line of steamers, of which there are eight, leave this wharf during the summer, for pleasure trips and excursions to the beautiful waters of Lake Huron, Michigan and Superior. LAZIER & Co. are the agents.

JACOB MANN, Lager Beer.

The manufacture of lager beer is a more important feature in the city's trade than the uninitiated may suppose, and JACOB MANN, the subject of this sketch, is a fair representative of the brewery interests in this city. He has the reputation of making one of the finest articles of lager beer known to the trade, and sends it all over the State. Mr. Mann makes a specialty of brewed beer for bottlers, and in this branch of his trade has few equals and no superiors. He puts it up in whole barrels, half barrels, and quarters. To be a good lager beer brewer is to be a successful man financially, and Mr. Mann appears to have discovered the secret and is successfully acting upon it. Parties who are dissatisfied with the quality of the beer they have been using, can rely upon getting perfect satisfaction by ordering of Jacob Mann's famous brewery. He can supply you at 28 and 30 Maple street, corner of Rivard, or at his brewery, 343 to 351 Rivard street.

LEWIS MANN, Bottled Beer.

This is the largest beer bottling works in the city. Mr. Mann commenced the bottling of beer about six years ago, for the purpose of supplying lovers of the beverage with a purer quality of bottled beer than had been furnished heretofore. His bottling establishment is located at 311 Rivard street, Detroit, where he keeps a supply of fine bottled lager and pure distilled cider. Mr. Mann has received letters patent for a case for the shipment of bottled beer and cider, insuring safe transportation from Detroit to any part of the State. These cases are a splendid invention, and well deserving of the notice of beer bottlers and shippers. They are sold at a moderate figure to all persons requiring them. On the left end of the case is a shipping tag, which is pasted or tacked, and covering the head of the screw and securing that end of the cover, at the same time showing if the case has been opened during transfer. He has always on hand a large stock of beer, and sells bottler's outfits at wholesale prices.

JACOB MANN,

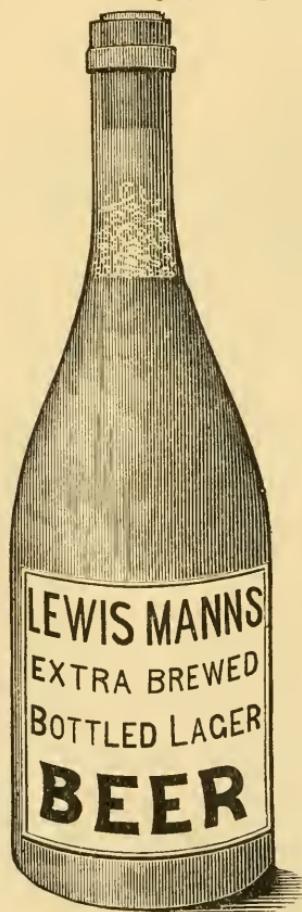
Lager Beer Brewer,

Nos. 23 & 30 Maple Street,

(CORNER OF RIVARD),

And from 343 to 351 Rivard Street,

DETROIT, MICHIGAN.



BEER BOTTLES AND OUTFITS

AT WHOLESALE AND RETAIL BY

LEWIS MANN,

311 Rivard St, Detroit., Mich.

**JOHN H. WENDALL & CO., Commission Merchants,
54 AND 56 RIVER STREET.**

This well-known commission firm commenced business in 1865, at No. 12 Atwater street, afterwards removing to their present five-story brick building, which is 40x80 feet.

This firm encircles one of the largest commission interests in the State. Their business during the year 1876 reached about \$4,500,000, which shows well for the transactions and steady increase of their business.

They started with a moderate capital, which has increased steadily from year to year.

They receive consignments of flour, grain, pork and seeds, from all parts of the United States and Canadas. They fill orders to all parts of the United States and Canadas, and have filled grain orders the past year for London, Liverpool and Glasgow.

These gentlemen have had long and tried experience in the commission business, to which they have devoted their entire time. They are well and favorably known throughout the entire country, and occupy a large space at the head of the commission houses of the West. They are keen thinkers, shrewd in all their dealings, for the same reason they enjoy immeasurable popularity throughout the country.

THE GREAT WABASH RAILWAY.

The railroad systems of the United States are perfect marvels of completeness, taken as a whole, and in some few instances, individually. Among the latter may be classed the Great Wabash, which is one of the most important entering the city of Detroit, through its connections with the Canada Southern and Michigan Southern Roads. One of the most important trunk roads in the country, it owns and controls over one thousand miles of railroad, and its freight and passenger traffic is something enormous on account of its sure connections with other main lines. As a medium of public locomotion it has become a general favorite, both with travelers and shippers. Safety both to life and property being ensured by the care and watchfulness with which it is managed in its several departments. It now controls and operates the following lines: Toledo to St. Louis, four hundred and thirty-four miles; Toledo to Hannibal, four hundred and sixty-four miles; Toledo to Quincy, four hundred and seventy-four miles; Toledo to Keokuk, four hundred and ninety miles; Toledo to Peoria four hundred miles; and Toledo to Bloomington, three hundred and twenty-two miles. Any new departure by competing roads is speedily followed up by similar improvements on this road, and the fast train, which has for the past few weeks been running from Kansas City, Atchison and St. Joseph to Toledo, a distance of seven hundred miles in twenty-four hours, without change of either passenger or baggage, is highly appreciable by a large proportion of the traveling public. Its general offices are at Toledo, and under its new management it promises to be a source of considerable profit to the shareholders. Mr. A. L. Hopkins, a gentleman of a large railroad experience, and well known throughout the country as a successful and popular man in all matters connected with railroad management, has lately taken the general management, and it is confidently expected that under his government the line will not only maintain its already enviable popularity, but advance to the front ranks among the great through lines of the continent. Mr. H. Townsend is the general passenger and ticket agent, and is a gentleman in every sense of the word, being honorable and upright in his dealings, courteous and affable to all with whom his business brings him in contact. In point of efficiency for his onerous office, his large experience and intimate acquaintance with every detail of his department, renders him well qualified to fill the position. During his administration of the Toledo, Peoria & Warsaw road, which now forms a branch of the Great Wabash, he worked unceasingly to bring the passenger business up to a creditable standard, and it may confidently be presumed that the same energy will be displayed in the interests of this popular route, and with like satisfactory results.

THE MICHIGAN STOVE COMPANY.

The impetus given to manufacturers in Michigan by the development of its mineral wealth, is in no Western city better demonstrated than in Detroit, and by no industry better than that which forms the subject of this article. The magnificent show rooms, foundries, moulding shops, etc., of this company, occupy a commanding situation on Jefferson avenue, and run back almost to the Detroit river, covering an area of about 16,000 square feet. Upon entering the river from Jefferson avenue, the visitor is introduced to the show room, an apartment 120 feet long by 50 feet wide, in which are arranged the various stoves and ranges manufactured by the Company. Among the most prominent of these are the "Centennial," "Iron Age," "Forest Light," and "Garland," the last named being by far superior to anything of the kind now before the public.

From the show room we pass to the offices, resplendant with plate glass and handsomely carved walnut furniture. Next comes the moulding floor, 227 by 90, added to which is a supplementary building, 70 by 90 feet, then the mounting and finishing room, where one's voice is completely lost amid the whir of numberless emery wheels; thence to the fitting rooms, and finally to the polishing department, where a number of men and boys are constantly employed preparing the different styles of trimmings ready for receiving the nickel plating—in the fine finish and execution of which this Company excels all others.

Before closing this brief sketch of so worthy an enterprise, we would like to add a few remarks respecting the new base burner just completed by this Company. We refer to the "Garland," a production of artistic beauty, skill, and mechanical finish, which any similar establishment will find it difficult to surpass. In perfecting the designs and patterns for this stove, the Company has spared neither time, trouble nor expense, and the result has proved in every particular satisfactory; indeed, the "Garland" has but few equals and no superiors, and the great object which the Company had in view when this stove was placed upon the market, has been fully realized, viz: beauty of design, durability of workmanship, and prices that challenge competition.

The new building now occupied and owned by the Company was erected in 1871, and is in every way adapted to the requirements of so extensive a manufactory. The present capacity of the works is twenty-five thousand stoves per annum, in the manufacture of which a force of three hundred and fifty men is employed, and in which a capital of \$400,000 is invested. The officers of the Company are gentlemen well known in business circles throughout the United States, and upon whose integrity and fair dealing all classes may rely with the utmost confidence. Mr. F. PALMS, who has for many years been prominently associated with the manufacturing interests of this city, is president; M. I. MILLS, vice-president and treasurer; G. H. BARBOUR, secretary and assistant treasurer; J. DWYER, manager, and B. M. ANTHONY, salesman. These names, combined with the universal popularity of the articles manufactured by the Company, ensure a future realization (and that at no distant day) of the most sanguine expectations, and the honors so recently conferred upon them at our nation's first centennial, are but the foreshadowing of still greater achievements in the time to come.

W. MERRITT'S NEW TEMPLE OF FASHIONS.

This is one of the most noteworthy of Detroit's institutions. No one knows better than the ladies themselves what is contained in the magnificently appointed rooms of the Temple of Fashions. The manufacture of ladies' garments has become, by reason of arbitrary fashion, which compels its votaries to submit to numberless extravagant though beautiful modes of attire, a fine art. Such skill is required in designing and trimming, that many years' experience are absolutely necessary before the dress-maker can

hope for success. W. MERRITT and his wife have had the necessary experience, and the result is that the style and beauty of the productions of the Temple of Fashions are perfection itself, and not to be surpassed even by the world-renowned Worth. The establishment is situated at Nos. 48, 50 and 52 Farrar street, opposite the New Library Building, and a more desirable location would be impossible to find, in close proximity to Woodward avenue (one of the principal thoroughfares of the city), and yet avoiding all the noise and bustle of that busy street, while the Library Building with its pretty surrounding grass plot, immediately opposite, materially enhance the retirement and quiet of the situation. The "Temple" was opened in May, 1876, and notwithstanding its recent birth is in an extremely flourishing condition. It was impossible for such an institution to exist in Detroit without speedily being discovered by the ladies; so Mr. and Mrs. Merritt found, their business increasing so rapidly as to necessitate the engagement of about twenty-five employees. His rooms are elegantly furnished, and a choice display of the latest patterns and French styles are constantly on exhibition. Mr. Merritt is also a clever designer and trimmer, and ladies depending upon his skill and judgment always have reason to congratulate themselves upon so doing.

W. MERRITT'S NEW TEMPLE OF FASHIONS

CORNER OF GRATIOT AVENUE AND FARRAR STREET,

(Nos. 48, 50 and 52, opposite the New Library Building.)

DETROIT, MICH.

••• N. B.—Ladies' Robes, Suits and Wraps, elegant and stylish, made or furnished to order. Also, the latest imported French Fashions for sale. Orders executed promptly.

FORD, CHENEY & CO.

This firm has the reputation of being the first millinery house in Detroit. Upon inspecting their magnificent stock, embracing as it does, a large and comprehensive assortment of all appertaining to this important business, one soon becomes a convert to the belief that no store in the city possesses as many attractions for the fair sex as the one in question, and to judge from the constant throng of visitors to the establishment, it is correspondingly well patronized. The firm import largely, and make it a point to keep on hand the latest styles in bonnets, hats, etc., for ladies wear. One of the reasons for the unwonted success of this firm is the fact that nothing, however trivial, can be asked for in connection with the millinery business which they have not on hand. Their assortment of Ostrich tips, fancy feathers, French flowers, and all the new shades of silks and ribbons is a very fine one and deserving of a special notice. To conclude, ladies about purchasing anything in the millinery line, cannot do better than pay a visit to the reliable establishment of Messrs. FORD, CHENEY & Co., at 172 Woodward avenue.

DETROIT & MILWAUKEE R. R.

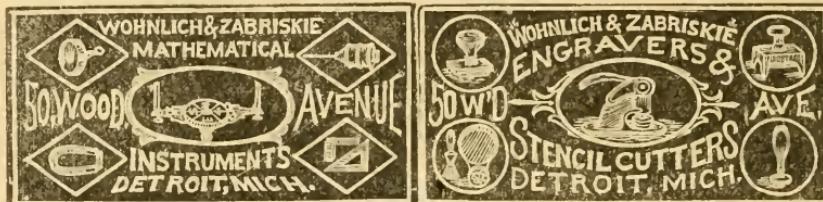
The above road extends from Detroit to Grand Haven, a distance of one hundred and eighty-nine miles, connecting by steamboats with Milwaukee. It connects with the Flint & Pere Marquette, at Holly; the Jackson, Lansing & Saginaw, at Owasso; the Detroit, Lansing & Lake Michigan, at Ionia; the Grand Rapids, Newago & Lake Shore and the Grand Rapids & Indiana, at Grand Rapids; the Chicago & Michigan Lake Shore, at Nunica; and the Michigan Lake Shore, at Ferrisburg. The Detroit & Milwaukee Railroad has gained the good will of the traveling public as well as business men, from the promptness and care exercised in the transmission of freight, the consideration with which passengers are treated, the gentlemanly deportment of its officers and its extremely low rates of freight and travel. Mr. Alfred White is the general freight agent, and these departments, under his skillful rule, are becoming deservedly popular.

WOHNLICH & ZABRISKIE.

This firm started in business in 1871, with a small capital, employing at the present time five first-class workmen, and have all modern facilities for cutting all kinds of stencils, plates, and making wax seals, steel stamps, linen plates and branding irons, and key tags, brushes, marking fluid, and keeps canvassers' outfits of all kinds on hand, and a specialty of the U. S. standard scales; and are the manufacturers of mathematical and surveying instruments, and a specialty of models for patent offices.

Surgical instruments made to order. These gentlemen have had long experience in their business, and rank second to none in the state.

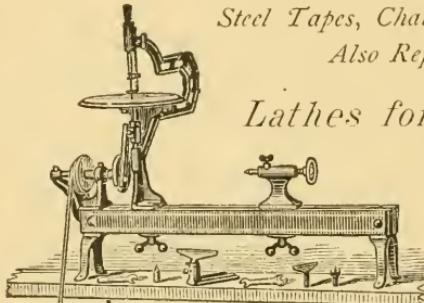
Models Made for the Patent Office.



Manufacturers of superior STENCILS, Seal Presses and Wax Seals, RUBBER STAMPS, Ribbon, Bank and Railroad Stamps, STEEL LETTERS, and Stamps for Patented Articles, etc., Burning Brands, Soap Stamps, Metallic Labels, Patented Adhesive Letters for Show Cards, Signs, etc., Baggage Checks, Badges, Stencil Canvassers' Stock, Door Plates and Numbers, also Metallic Pattern Letters, for Foundrymen, etc.

*Steel Tapes, Chains, Drafting Instruments, Etc.
Also Repairing and Adjusting.*

Lathes for \$9.00 and Upward.

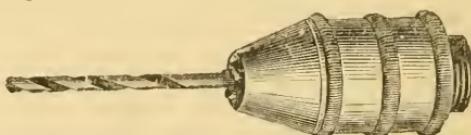
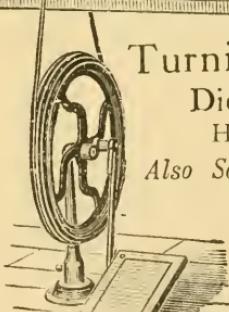


Scroll Saws for \$1.25

AND UPWARD,

FOR MECHANICS, JEWELERS,
DENTISTS & AMATEURS.

Turning Tools, Slide Rests, Taps and Dies, Chucks, Machine Screws, Calipers, Hand Vises and Hand Drilling Machines.
Also Scroll Sawing Materials, Patterns, Woods, Etc.



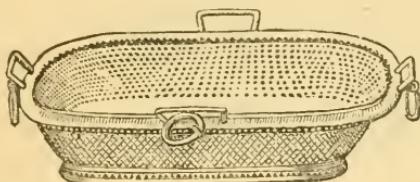
Dealers in MORSE'S TWIST DRILLS, STEEL SCALES, SQUARES, and other Tools of Darling, Brown & Sharp's make. P.S.—Stubs' English Tools and Wire, and Model Makers' Supplies. Architects' and Surveyors' Goods. Circulars sent free. WOHNLICH & ZABRISKIE, 50 Woodward Ave. Detroit, Mich.

MUMFORD, FOSTER & CO., Leather and Findings.

This is a large and pleasant appearing establishment, occupying a four-story building, 30 feet front by 120 feet in depth, is situated at 16 Gratiot avenue. The members of the firm are B. P. MUMFORD, E. D. FOSTER and DOUGLAS PAYNE. This house was established in 1863, on Monroe avenue, which they moved to in 1876. These gentlemen are perfectly skilled in their business; all energetic, industrious, powerful in plan, and good to execute. They employ twenty-five hands, and two foremen, at their factory, 401 Atwater street, where they manufacture lasts, boot trees, crimps, and have an extensive trade throughout the United States. They keep a superior quality of goods in their line, which gives any wholesale and retail house an enviable reputation, and furnishes customers every imaginable opportunity for selection. Annual sales amount to \$150,000.

A. DONDERO, Willow Ware, &c.,

Located at 57 Monroe avenue, is engaged in the manufacture and importation of willow ware on a very extensive scale. His wholesale and retail trade is quite large, and his work is of a very superior character. Persons desiring anything in his line may rely on being suited both as to price and quality of goods.



A. DONDERO,

Manufacturer and Wholesale and Retail Dealer and Importer in

Willow Ware, Sofas, Chairs, Work Stands, Baskets, Flower Stands and all kinds of Fancy Willow Ornaments. Repairing Neatly Executed.

57 MONROE AVE., DETROIT, MICH.

Law and Collection Offices

Established in Michigan, 1859.

WM. S. EDWARDS,

EDWARDS & DORAN,

5, 6, 7 & 8 Lewis Block, Detroit,

Nearly opposite Post Office.

EASTERN DISTRICT U. S. COURT.

Pierce Block, - Grand Rapids,

WESTERN DISTRICT.

Bankrupt Cases, Unsettled Estates, Copartnership Accounts, and General Mercantile Collections attended to.

R. G. RUDD & SON,

PROPRIETORS OF VALLEY MILLS.

Orion, Oakland Co., Mich.

Dealers in Flour, Mill Feed, Corn, Oats, Plaster, Etc. Also manufacturers and dealers in superior brands of White Wheat Flour.

51 MICHIGAN AVENUE.

GEO. D. MACKIMMIE,

DEALER IN DRUGS, MEDICINES, PERFUMES & FANCY ARTICLES

Corner First Street and Jefferson Avenue,

DETROIT, MICH.

Physicians' Prescriptions a specialty.

Joseph Schneider,

279 Grand River Avenue, - - - DETROIT, MICH.,

Wholesale and Retail Dealer in PINE LUMBER, SHINGLES, LATH, PICKETS, ETC.

Cor. Fourth St. and Grand Ave., DETROIT, MICH.

MICHIGAN IN 1877.



THE STATE CAPITOL, LANSING.

HISTORICAL REVIEW.

MICHIGAN possesses an area of 56,451 square miles, having more than New York, Massachusetts and Rhode Island combined. It is divided into two peninsulas. The lower, being much the oldest settled and most populous, has an area 33,871 square miles. It is completely surrounded on three sides by the waters of the northwestern lakes, which envelope it with a warm, moist atmosphere, favorable alike to health and agriculture. The variety of its soil admits of the successful cultivation of all the cereals (the Michigan white wheat, especially, being world-renowned), the root and fruit crops, sorghum and tobacco. This portion is plentifully intervened with navigable rivers and useful water courses, which run far into the interior, amidst forests of pine, oak, black walnut and other timber.

The Upper Peninsula adjoins Wisconsin on the west, but is otherwise surrounded by water, and separated from the Lower Peninsula by the Straits of Mackinaw. It has an area of 22,580 miles, which is entirely different in its conformation from the Lower Peninsula, being rugged, rocky and mountainous, though interspersed with plain, river and valley. The climate here is equable, and the air pure and bracing, but the winters are of longer duration than in the Lower Peninsula. It abounds in mineral deposits, which have been mined with increasing energy and profit for twenty-five years. Michigan was

admitted into the Union as a State in 1837. The increase of its population (without noting the Indian element, has been as follows:

1800.....	551	1850.....	397,654
1810.....	4,762	1854.....	507,521
1820.....	8,896	1864.....	803,661
1830.....	31,639	1870.....	1,184,287
1840.....	212,267	1874.....	1,334,031

STATE GOVERNMENT.

		SALARIES.
Governor.....	Charles M. Croswell, Adrian.....	\$1,000
Lieutenant Governor.....	Alonzo Sessions, Ionia.....	\$3 <i>per diem</i> *
Secretary of State.....	E. G. D. Holden, Grand Rapids.....	\$ 800
State Treasurer.....	W. B. McCreery, Flint.....	1,000
Auditor General.....	Kalph Ely, Alma	1,000
Commissioner of the Land Office.....	B. F. Partridge, Bay City.....	800
Attorney General.....	O. Kirchner, Detroit.....	800
Sup't of Public Instruction.....	H. S. Tarbell, East Saginaw.....	1,000

CITY OF LANSING THE CAPITAL.

The capital of the State of Michigan, a flourishing city of about 8,000 inhabitants, is situated in the northwest corner of Ingham county, near the longitudinal center of the lower peninsula of the State. Railroads radiate from the city in seven different directions. Southeast, the D. L. & N. R. R. connects it with Detroit, 85 miles distant; south, the Saginaw division of the M. C. R. R. connects it with Jackson, 37 miles, and the L. S. & M. S. Ry., with Albion and Jonesville, 37 and 59 miles distant, respectively; southwest, the C. & L. H. R. connects it with Battle Creek, 45 miles; northwest, the D. L. & N. R. R. connects it with Ionia, 38 miles, and northeast the Saginaw division of the M. C. R. R. with Saginaw and Bay City, 64 and 79, and the C. & N. E. R. R. with Flint and Port Huron, 50 and 116 miles distant, respectively. In 1848 the first meeting of the legislature was held here, the site having within a year been cleared, the state house built, and sufficient accommodations provided for boarding the members. Lansing was incorporated as a city in 1859, but it was not till 1863 that it was accessible by rail. It has since grown rapidly, and bids fair to become a place of considerable commercial importance, aside from its prestige as being the seat of government.

THE STATE BUILDINGS.

The legislature of 1871 voted an appropriation of \$1,200,000 for the erection of a new State capitol, and this structure is now (1877) in an advanced state of progress; it is wholly of stone, brick and iron, and as nearly fire proof as possible. It is in the palladian style of architecture, and is 345 feet in length, 191 in width, and 265 feet in height to the top of the lantern. A rotunda and dome occupy the center of the building. The basement will be used for the State armory and for storage purposes. The first floor will be fitted up for the various State offices; the second and third stories will be thrown together in part for the hall of representatives, senate chamber, executive apartments and State library, part of the third story being used for the Supreme Court room. It is to be ready for occupancy in 1878.

The State Library contains over 30,000 volumes, and is in a flourishing condition. The State Reform School is located on a farm of 224 acres, just northeast of the city, it has at present (1877), 256 inmates. The State Agricultural College is located three miles east of Lansing. It had an endowment from Congress of 240,000 acres of land, the greater portion of which remains un-sold. The number of students for 1877 is 164.

*While presiding over the Senate only.

OTHER INSTITUTIONS.

Lansing boasts of 15 churches of the various denominations common in this State. It has likewise an admirable school system. A new high school building has recently been erected at a cost of \$60,000. The Odd Fellows of the State here maintain an extensive institute for an orphan asylum and home for indigent members of the order, the value of the property being about \$100,000. Valuable mineral waters are found here. Among the hotels is the Lansing House, a large and first-class hotel in every respect. The newspapers are the *Republican*, published semi-weekly, one of the most carefully edited papers in the State, and the *Journal*, an excellent democratic weekly. The State printing office of W. S. George & Co., is one of the most extensive and complete in the northwest.

BUSINESS INTERESTS.

The Grand river, upon which the city is situated, is susceptible of considerable improvement as a water power. The manufacturing interests include three sash and blind factories an extensive chair factory, a bending factory, two large coopering establishments, two agricultural implement factories, a large machine shop, etc. There are two national banks, the Second, capital \$50,000, and the Lansing, capital \$100,000, also two private banks. There are several exclusively wholesale houses in Lansing. The city has several fine blocks of stores, a good opera house, many handsome residences and is lighted with gas. Six splendid iron bridges (five of which were erected in 1875) cross the river at various points. The bonded debt of the city, including the aid voted to railroads, is \$171,890. Telegraph, Atlantic & Pacific and Western Union. Express, American and United States. S. D. Bingham, postmaster.

SECOND NATIONAL BANK.

No financial institution in the city has a better reputation than the SECOND NATIONAL BANK. Officered by shrewd and able men, and with a sufficient capital it ranks A 1 among the banking houses of the city. It was opened for business in 1864, having bought out the interest of the First National Bank, with a capital of \$50,000, and by its strictly honorable dealings soon won for itself a sterling reputation, and at the present time enjoys the patronage and support of a large number of our citizens and business men. A general banking business is transacted, drafts issued to all points, and prompt attention given to collections. The officers of the bank are Ephraim Longyear, President; James H. Turner, Vice-President, and Denison Longyear, Cashier, who together with C. H. Longyear, and J. M. Longyear, constitute the present Board of Directors. Parties from abroad wishing collections made, or any other business of a financial character transacted may entrust it to the Second National in the full assurance that the institution is as solid as the rock of ages, and fully able to withstand any commercial storm that may arise.

H. INGERSOLL.

To the above named gentleman belongs the enviable distinction of having the finest and largest dry goods and millinery house in the city of Lansing. It occupies two floors of two fine stores, having a frontage of forty-four feet by a depth of one hundred, at 121 and 123 Washington avenue. From the days when our Mother Eve's transgression rendered clothing a necessity, to the present, a complete revolution, or rather a succession of revolutions, have taken place in regard to attire and personal adornment, and the manufacture of clothing (at least so far as the fair sex is concerned) has become quite a fine art. To meet the wants of the present generation all the dressmaker's and milliner's skill is called into requisition, to keep pace with the ever changing and fickle fashion. Such establishments, therefore, as that kept by Mr. H. INGERSOLL become quite indispensable. His stock of dry goods is large and carefully

selected, embracing all the newest and most fashionable articles in the market. And the purchaser must certainly find it somewhat difficult to refrain from purchasing, where the goods are so lavishly displayed as to render the temptation to buy almost irresistible. Another branch of his business consists of carpets and all kinds of house furnishing goods, and in which a beautiful display is exhibited of everything appertaining to this line. The millinery department is also very complete, and in this branch a large wholesale connection has been worked up, the trade extending throughout the entire State; the large and comprehensive stock fully warranting the assertion that the concern is fully equal to any in Michigan. This fact, together with the irreproachable name the house has borne for so many years, recommends them favorably to the notice of all retail dealers. The concern was started about twenty years ago, thus being early identified with the commercial interests of the community, and by always keeping a well assorted stock and paying strict attention to the wants of customers, has kept pace with the city's growth. From a small commencement a trade has been worked up the annual returns of which aggregate \$200,000, and necessitating the assistance of twenty-five employés.

B. D. NORTHROP.

The above named gentleman is the proprietor of the handsomest drug store in North Lansing. His establishment is located on Franklin street, and consists of a commodious store, twenty-four by fifty feet in extent. Some elegant show cases, filled with choice toilet articles, fancy goods and perfumery are disposed about the store, giving it an air of beauty and refinement seldom met with. The stock carried by this house consists of pure and unadulterated drugs, wines and spirits for medicines, and the other well known numerous articles that go to make up a first-class druggist's stock. He also keeps a full line of paints and oils, books and stationery, tobacco and cigars. Mr. NORTHROP has a sterling reputation as a careful and reliable preparer of prescriptions, and is well known to the medical fraternity as a thoroughly trustworthy and responsible man. Persons needing anything in Mr. NORTHROP's line, cannot do better than to give him a call. They will find him a perfect gentlemen, and ever ready to cater to their wants.

B. D. NORTHROP,
DEALER IN

PURE DRUGS, MEDICINES,

Chemicals, Dye Stuffs, Perfumeries, Toilet and Fancy Articles, &c.

Van Auken's New Building.

NORTH LANSING, MICH.

Physicians' Prescriptions carefully prepared at All Hours.

BAKER & PORTER.

CHAIR FACTORY.

This is one of the largest business enterprises of Lansing, and deserves special notice on account of its completeness in all its details and its general usefulness. It is perhaps the largest chair factory in the State outside of Grand Rapids. The present firm succeeded the Lansing Chair Factory, who formerly carried on the business about a year ago. The factory and salesroom are located on Grand street, and consist of two fine brick buildings, each fifty by one hundred and twenty-five feet in extent and three stories high. Two boilers and an engine of one hundred and eighty-five horse power are employed to drive the machinery, of which there is an immense quantity, and of the most improved kind. One of the most noticeable pieces of machinery consists of a patent automatic lathe for turning chair legs, etc. A skillful workman can, by means of this lathe, turn out twenty-five hundred legs per day, where by the old hand lathe process not more than two hundred could be manufactured in the same time.

The capacity of the factory is very large, and in the manufacture of the chairs gives employment to about thirty-five persons. The specialties of the factory are cane, flag and wood seated chairs, and besides their ordinary staff of men, the services of twenty-five boys at the reform school are engaged in caning chairs for the firm. Messrs. BAKER & PORTER have lately designed two exceedingly unique patterns for chairs, called the "Capitol Cottage" and the "Ransom Cottage." They are a very fine cane seated chair, of splendid workmanship and elegance of finish. The backs are finished in either walnut or oak, and by reason of their sterling excellence will doubtless become one of the most popular chairs in the market. The large and comprehensive stock carried by this firm, combined with the well known superiority of their productions, recommend them to the favorable notice of all dealers. Their firm have already established a good connection, their sales extending throughout the entire States of Michigan, Indiana, Illinois and Ohio. We cannot close without complimenting Messrs. BAKER & PORTER upon the admirable manner in which their institution is conducted, and congratulating them upon the possession of such a large and extensive business.

O. A. BAKER.

W. H. PORTER.

BAKER & PORTER,

MANUFACTURERS OF

CHAIRS,

Factory and Salesroom,

GRAND STREET, - LANSING, MICH.

CHAS. E. WAGNER.

As an instance of how much may be achieved by perseverance and business energy, we refer to the establishment of CHAS. E. WAGNER, who commenced business something less than a year ago. He occupies a commodious store at North Lansing, having a frontage of twenty-six feet by ninety feet deep, for the sale of general merchandise. His stock comprises a beautiful display of general dry goods, millinery, boots and shoes, choice groceries, etc., etc. He also makes a specialty of buying butter and eggs, shipping large quantities of these commodities to Detroit and East Saginaw. The large and comprehensive stock carried by this house, and coupled with the extremely low prices at which goods are sold, make it the most desirable place at which to trade. Persons may rely upon receiving fair and courteous treatment at the hands of Mr. WAGNER or his employes. This is the largest establishment of the kind in North Lansing, and notwithstanding its somewhat recent establishment, a business has been worked up worth \$75,000 annually.

J. H. MOORES, Real Estate.

The above-named gentleman occupies commodious offices on the corner of Washington and Michigan avenues, as a real estate office. He has a larger amount of pine and farming lands for disposal than any other agent in the city, or in the State, outside of Detroit, having about one hundred and fifty thousand acres of pine lands and twenty thousand acres of good farm lands, being located in the northern part of the State. Pine lands, as an investment, have long been acknowledged as one of the safest and best speculations that can be engaged in, while for the pioneer they offer unusual advantages; the land being cleared, is capable of producing unexceptionable crops, as has been frequently proved. By this means a farm can be purchased at a very small cost, a few years, perhaps, of hard labor, and then the happy farmer can survey his neat homestead, with its nice clearing, with the greatest of satisfaction, in the thought that it has been subdued by him from a state of

nature to its present fertility. The climate of northern Michigan is not to be surpassed in this or any other State; the atmosphere is clear and dry, and a healthier region cannot be found. Mr. J. H. Moores has been in business in Lansing for six years, and by reason of his well-known and sterling integrity parties may rely implicitly on his representations. He handles a great deal of real estate on commission, and persons having land they are desirous of placing on the market, cannot entrust it to a more honorable, competent or conscientious man than Mr. J. H. Moores.

B. W. & M. J. BUCK.

The foundation of this large and extensive furniture business was laid twenty-eight years ago by Mr. D. W. Buck, thus being very early identified with the business interests of the community. By strict attention to business and by always keeping on hand a well selected stock, the concern has kept pace with the growing importance of the city, and at the present time assumes mammoth proportions, being without a doubt the largest furniture house in the State outside of Grand Rapids and Detroit. They formerly manufactured furniture largely, but have since discontinued that branch, and adhere to the jobbing trade. They have, however, a repairing and upholstery department in connection, and in which skilled workmen are employed and perfect satisfaction guaranteed. Their establishment is located on the corner of Washington avenue and Iona street, and consists of a fine two-story premises, having a frontage forty-four feet by a depth of one hundred and thirty-five feet. Their stock is a very fine and large one, comprising every kind of furniture manufactured, from a child's miniature chair to a magnificent drawing-room suite. Their parlor, bed-room and dining-room sets are also very fine and deserving of special notice. There is an undertaking department in connection, well equipped in every particular, three handsome hearses and a beautiful children's hearse being used in connection, this last being the most elegant and beautiful hearse in the State. A full assortment of handsome coffins are also always kept on hand. The large and comprehensive stock carried by this house make it the most desirable place to trade. Mr. D. W. Buck is a gentleman well and widely known among business men and others for his many admirable qualities, and is a man held in great respect by his fellow citizens, having twice held the office of mayor of the city. Mr. M. J. Buck, the junior, and who has been lately admitted, is the son of Mr. D. W. Buck, and will doubtless do all that in him lies to sustain the good name the house has borne for so many years.

D. W. & M. J. BUCK,
DEALERS IN

Parlor Furniture, Children's Cabs, Brackets, Upholstery Goods, Etc.
Undertaking a Specialty.

NOS. 193 AND 195 WASHINGTON AVENUE. - - - - - LANSING, MICHIGAN.

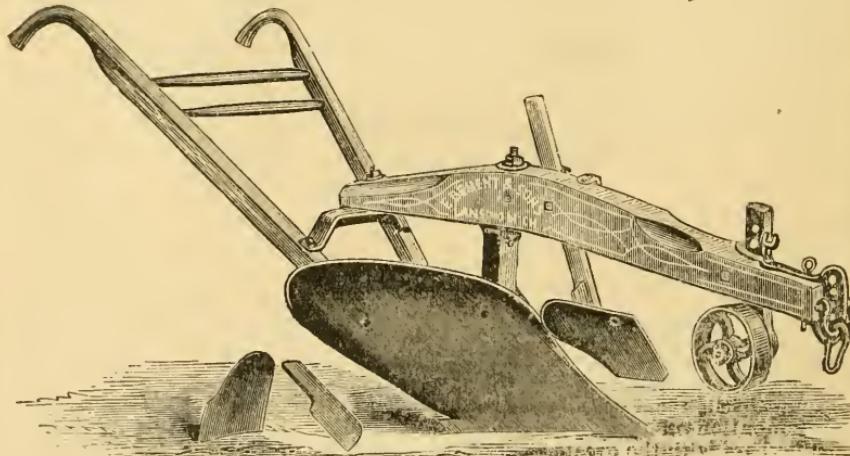
C. E. HULBERT,

AGENT FOR GORDON'S FOOD FOR HORSES AND CATTLE.

The above-named gentleman has just been appointed State agent for that valuable preparation for horses and cattle known as "Gordon's Food." On account of its great merit, it may not be considered out of place to give it a brief mention in these pages. Although it has been used in England for many years with the greatest success, its introduction into this country has been somewhat recent. But even now the sales in the cities of New York and Philadelphia and the State of New Jersey amount to twenty-five tons weekly, while the annual sales for the United States reaches the large amount

of ten thousand tons, without counting the Western States and Michigan, into which State it has only just been introduced. The inventor and patentee is Gerald Gordon, Esq., of Cincinnati, Ohio, an analytic chemist by profession, whose large practical experience in applying this branch of science to the feeding of stock, has already won for him a wide and honorable reputation among the leading stock raisers and horse trainers in Europe and the United States. He held for years a controlling interest in the North British Cattle Food Company, and during the cattle plague in England proved beyond all doubt the merit of his food by its salutary effects upon diseased stock. A great thing in its favor is the fact of its containing no metallic substances, its ingredients being entirely vegetable. It is a combination of such roots, herbs, seeds and spices as science and practical experiments have proved beneficial to the health of all stable-kept animals. It does away with all such (to a horse) unpalatable preparations as condition powders, bran mash and oil cakes, and supplies as a substitute something not only eagerly relished, but imparts its palatable qualities to other food, so that straw, corn stalks and poorly cured hay will be readily eaten when cut and mixed with it, or when dampened and the food sprinkled over it. For colic, wind, worms, cribbing, and as a digester, the food cannot be surpassed. The above mentioned disorders have all been completely cured by the food, as hundreds of testimonials will amply testify, and as a regulator it has been known to regulate an animal when all other means have failed. This may be considered to be claiming a great deal for one article, but when it is considered that all these complaints arise from a disordered system, and that a wholesome diet, a perfect digestion and a free circulation of blood are the conditions of health and activity, and that it is the design of Gordon's food to secure these results, its claims will not appear extravagant or irrational. To sum up, Gordon's food is a really meritorious article, as the writer of this has had abundance of proof, and that it will be patronized here as well as in other States there is very little doubt. In fact, the great success it has met with hitherto augurs well for its future. All owners of horses and cattle should not fail to try it. Communications addressed to Dr. Gordon's Food Agency, Lansing, Michigan, will receive prompt and courteous attention.

E. BEMENT & SONS,



Manufacturers of **PLoughs & AGRICULTURAL IMPLEMENTS,**
LANSING, MICH.

E. BEMENT & SONS, Agricultural Works

The reputation of the Bement plow, throughout Michigan, has made it necessary for Messrs. BEMENT & SONS to enlarge their concern, and manufacture other agricultural implements. Their foundry and shops are in complete order and are now prepared to furnish all kinds of machinery used by farmers. A visit to their establishment will satisfy any one that they need not look further, as their concern is the largest in this section of the state, and as business men the Messrs. Bement are well known as prompt, popular and obliging. See page 118.

MESSRS. G. W. WOOD & CO., Artists,

Whose card appears below, are affable and courteous gentlemen, and well fitted to sustain the reputation for superiority in their profession which they have long enjoyed; and any body wanting anything in their line will do well to call.

G. W. WOOD & CO.,
PHOTOGRAPHIC ARTISTS,
 Corner of Washington and Michigan Avenues,
 LANSING, MICH.

Satisfaction in every way guaranteed. Children's Photos, Copies, and Travelers' Samples a Specialty.

RUSSELL HOUSE,



DETROIT, MICH.

Public Square, opposite City Hall and Opera Houses. Commanding the Leading Thoroughfares of the City.

FINE PASSENGER ELEVATOR AND ALL MODERN IMPROVEMENTS.

WITBECK, CHITTENDEN & CO., Proprietors.

LANSING HOUSE,

One of the Largest and Best Hotels in the State.

M. HUDSON, PROPRIETOR, - - LANSING, MICH.

MICHIGAN ENTERPRISE IN NEW YORK.

GOODSELL BROS., Founders of the Daily Graphic.

These specimens of the western Yankee were born in Pontiac, Michigan, and at an early age began to exhibit unmistakable traits of the numerous Yankee family. The first noticeable Yankee symptom was a frequently expressed desire to go west, and as soon as parental authority was disposed of we find them wending their way to Chicago to compete for the fickle smile of fortune. They soon obtained situations as local editors on the leading papers of the city, but their aspirations were upward and onward, and ere long we find them the originators and proprietors of an insurance journal christened the *Spectator*, which has ever been considered a standard publication by the insurance fraternity. With success came higher aspirations and longings for a more extended field in which to exercise their latent talents. After mature deliberation they decided to try their fortunes among their eastern progenitors, and concluded New York city was the best point to locate. Once located, their inventive genius soon discovered a field in which to exercise their great natural and cultivated abilities. The work to which they devoted their combined energies was the production of a daily pictorial sheet, an enterprise wholly new, and necessarily experimental; and one, we might add, that none but a combined eastern and western Yankee would ever dare attempt; but the goddess of fortune has smiled upon their efforts, and to-day no daily in New York city is better patronized or more ably edited. In connection with the paper they conduct the most varied and extensive printing establishment in the city, where all the different styles and designs in lithography or printing ever thought of, or that ever can be designed while the Goodsell Bros. exist, may be found.

EVERY MAN OF FAMILY

Who is able to spare the money for a New York Daily Paper, owes it to his family to subscribe for

The Daily Graphic,

AND FOR THE FOLLOWING REASONS:

IT IS THE ONLY ILLUSTRATED DAILY IN THE WORLD.

IT IS THE MOST INTERESTING DAILY ISSUED.

IT ILLUSTRATES TRUTHFULLY ALL GREAT EVENTS.

IT IS INDEPENDENT, HIGH TONED AND RESPECTABLE.

IT PLEASES THE FAMILY BETTER THAN ALL OTHERS.

IT IS ONLY \$1.25 PER MONTH OR \$12 PER YEAR.

It is preserved for binding by hundreds of its readers in city and country. The annual subscriber gets a Pictorial History of the Year, a volume of twenty-four hundred pages, constituting a valuable record of events and a graphic panorama of our time and progress.

Every Thursday THE DAILY GRAPHIC publishes a
*Supplement devoted to the Pictorial Illustration of the Great Centennial
Enterprise,*

which is furnished without extra charge to every reader and subscriber. This feature will be continued and enlarged upon, and when the Exhibition is in progress will prove of surpassing interest. Address

*The Graphic Company,
PARK PLACE, NEW YORK.*

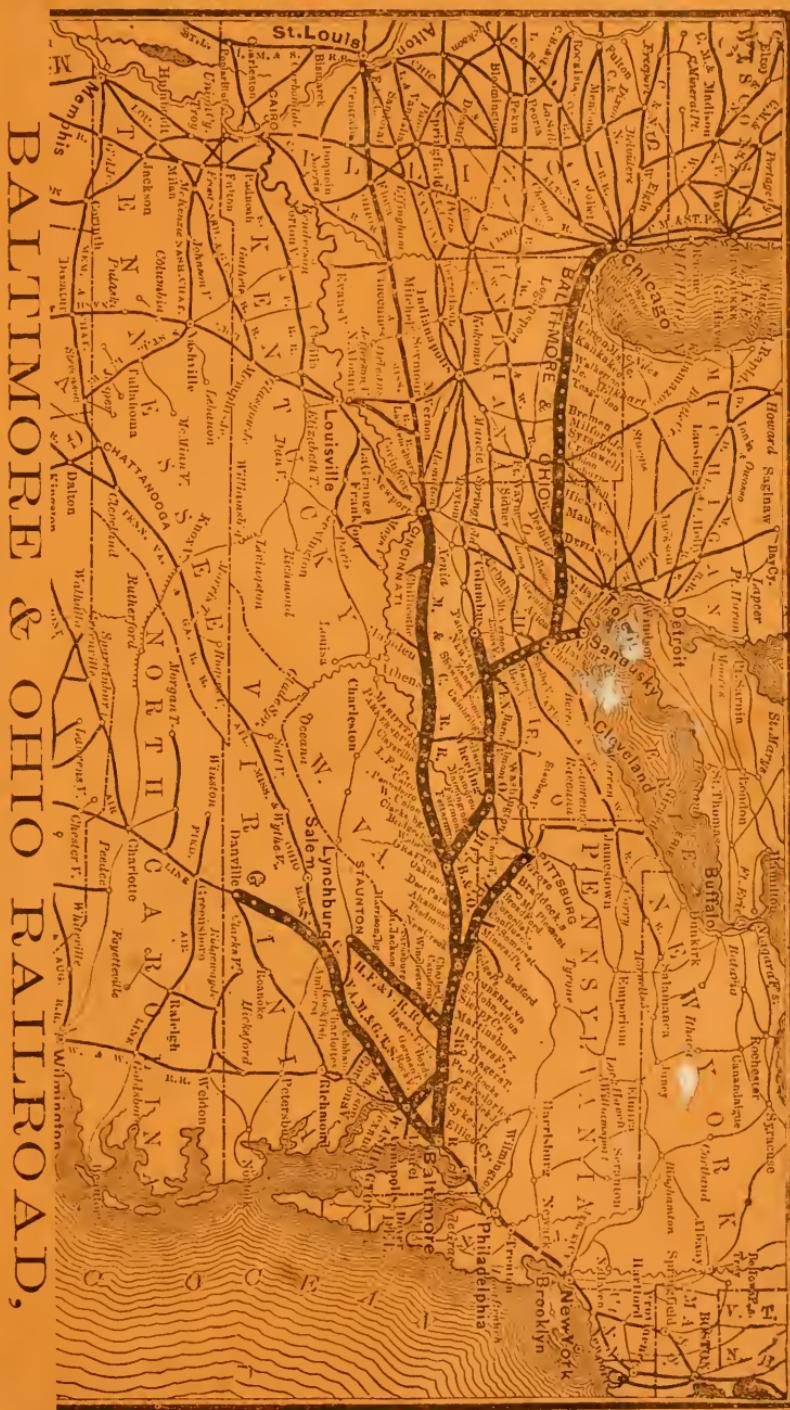
LEAS 17

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